ROYAL NAVAL DIVISION.

PUBLIC SCHOOL BATTALION.

THE ADMIRALTY have given official permission for raising a Battalion of 1,000 men, which will be strictly limited to Public School or University Men and who will serve together as a Unit.

Training is now going forward.

Applicants desiring to enrol should apply at once to

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Hongkong Daily Press.

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ALEX. ROSS & Co.,
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No. 17,749. 第一萬七千七百四十九號 日六十月二年卯乙 HONGKONG, WEDNESDAY, MARCH 31ST, 1915. 三拜禮 號一冊月三年四國民華中 PRICE, $3 PER MONTH.

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TO ARRIVE.

April 1st.—The English Mail (*vid* Siberia), per s.s. KANCHOW.

April 2nd.—The English Mail (*vid* Negapatan), per s.s. NELLORE.

TO DEPART.

Mar. 31st.—Europe *vid* Siberia, at 10 a.m., per s.s. ERNEST SIMONS.

April 1st.—Europe *vid* Siberia, at 3 p.m., per s.s. ANHUI.

April 3rd.—Saigon, Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 11 a.m., per s.s. POLYNESIEN.

April 3rd.—Europe *vid* Siberia, at noon, per s.s. KANCHOW.

April 10th.—Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 11 a.m., per s.s. ORIENTAL.

N.B.—For further returns and for Mails to and from the Coast Ports, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 9th December, 1914. [57

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, YOSHINOTANI, NAMAZUTA, SAYO, SHINNEW AND KAMIYAMADA Collieries.

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Hongkong, 24th April, 1914. [91

NEW CARTRIDGES.

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SMOKELESS POWDER and CHILLED SHOT. From No. 10 to SSSG. at $6, $7 and $7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1915. [93

PEAK TRAMWAY COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	to	8.00 a.m.	Every	15 minutes.
8.00 „	to	10.00 „	„	10 „
10.00 „	to	11.00 „	„	15 „
11.30 „	to	12.45 p.m.	„	15 „
12.45 p.m.	to	1.15 „	„	10 „
1.15 „	to	1.45 „	„	15 „
1.45 „	to	2.15 „	„	10 „
2.15 „	to	5.00 „	„	15 „
5.00 „	to	8.10 „	„	10 „

NIGHT CARS.

8.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m. Every Half-Hour.
1.00 p.m. to 11.45 p.m. Every Quarter-Hour.

SUNDAYS.

7.45 a.m.	to	10.30 a.m.	Every	15 minutes.
10.30 „	to	11.00 „	„	10 „
11.30 „	to	12.00 noon	„	15 „
12.00 noon	to	1.00 p.m.	„	10 „
1.00 p.m.	to	5.00 „	„	15 „
5.00 „	to	6.00 „	„	10 „
6.00 „	to	7.00 „	„	15 „
7.00 „	to	8.10 „	„	10 „

NIGHT CARS as on Week Days

SATURDAYS.

Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong 29th May, 1914. [95

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A.1., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers, Manufacturers of Contraflo Condensers, Stone's Manganese, Bronze Castings, Parson's Steam Turbines and Turbo-Alternators, &c., &c.

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TELEGRAPHIC ADDRESS:—"DOCK," NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.

	Dock No. 1.	Dock No. 2.	Dock No. 3.
Length on Keel Blocks	510 feet	350 feet	714 feet.
Width of Entrance on bottom	77 „	53 „	86 „
Water on Blocks at Spring Tide	26 „	24 „	34 „

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots.
Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Crane.

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TELEGRAPHIC ADDRESS:—"WADADOCK," KOBE.
FLOATING DOCKS.

Lifting Power	No. 1. 7,000 tons.	No. 2.	12,000 tons.
Max. Length of Ship taken in	„ 460 feet.	„	580 feet.
Max. Breadth of Ship taken in	„ 56 „	„	66 „
Max. Draft of Ship taken in	„ 22 „	„	26 „

The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 3,000 tons.

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GRAVING DOCK.

Length on Keel Blocks	368 feet 0 inch.
Breadth at Entrance on bottom	56 „ 0 „
Depth of Water on Blocks at Spring Tide	25 „ 7 „

Floating Crane capable of lifting 20 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.

Any Orders will be promptly attended to and Estimates sent on application. [97

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KAIPING COAL:

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DODWELL & CO., LTD.,
AGENTS.

Hongkong, 1st October, 1914. [44

SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

TEMPORARY TIME TABLE
(Effective from February 18th, to April 30th, 1915).

Owing to the War the THRICE-WEEKLY EXPRESS TRAIN SERVICE has been temporary suspended, and a ONE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Mail Steamer Service by the S.S. "SAKAKI MARU" and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.

				Connecting at Harbin with the Trans-Siberian Express Service to Petrograd.	
				SAKAKI	KOBE
1st Class Fares $43 / Yen 18 30 / $ Yen 36	Shanghai (S.M.E. Str.)	Lv.	Sovereign	Tues.	Sat.
	Tsingtao „	Ar.	„	—	Mon.
	Dairen „	Lv.	9.25 p.m.	Th.	Tues.
Yen 14.80	(S.M.E. Train)	Ar.	11.25 „	Thursday	
	Mukden „	Lv.	11.40 „	„	
Yen 11.80	„	Ar.	7.10 a.m.	Friday	
	Changchun „	Lv.	2.00 „	„	
R. 9.80	(Russian Train)	Ar.	*3.00 p.m.	„	
	Harbin „				

SOUTH BOUND.

				Connecting at Harbin with the Trans-Siberian Express Service from Petrograd.	
				Thursday	
1st Class Fares R. 9.80	Harbin (Russian Train)	Lv.	10.10a.m.	„	
	Changchun „	Ar.	4.30 p.m.	Friday	
	(S.M.E. Train)	Lv.	5.40 „	„	
Yen 11.80	Mukden „	Ar.	0.45 a.m.	„	
	„ (S.M.E. str.)	Lv.	1.20 „	„	
Yen 14.80	Dairen „	Ar.	9.00 „	Wed.	
	„	Lv.	Noon.	Sat.	
Y 43 / $ 18 / $ Yen 36	Tsingtao „	Ar.	Passengers	Mon.	Wed.
	Shanghai „	Ar.	„	Sakaki	Kobe

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.

To the daily train leaving Dairen at 8 P.M. for Changchun and that leaving Changchun at 11.20 A.M. for Dairen a Compartment Car has been attached, on which First-Class Passengers can secure sleeping accommodation on payment of Yen 2.

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SOUTH MANCHURIA RAILWAY CO., DAIREN.

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SOUTH MANCHURIA RAILWAY CO., DAIREN.

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WISEMAN'S - -
FOR CAKES.
WISEMAN'S - -
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SILVER AND COPPER:

Sole Proprietors of ASHIO AND OTHER NINE COPPER AND GOLD MINES.
SILVER BULLION, COPPER INGOTS, TILES AND SHEETS, BARS, both of COPPER AND BRASS.

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Every Kind for Electrical Use.

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HEAD OFFICE:—MARUNOUCHI, TOKIO.
BRANCH OFFICES:—OSAKA, MOJI.
WAKAMATSU, HAKATA, SHANGHAI, HANKOW, DAIREN.

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Hongkong, 1st March, 1915. [342

BLACKLOCK & MACARTHUR, LTD.

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MANUFACTURERS OF
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CONTRACTORS TO HIS MAJESTY'S GOVERNMENT, COLONIAL AND FOREIGN GOVERNMENTS, RAILWAY AND STEAMSHIP COMPANIES, ETC.

PRICES AND PARTICULARS FROM—

WM. STEWART & CO.,
ALEXANDRA BUILDINGS,
SOLE REPRESENTATIVES.

Hongkong, 1st December, 1914. [33

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TIMBER MERCHANTS, MEASURERS, AND TIMBER EXPERTS.
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IMPORTERS of Teak, Hardwoods, Oregon Pine and Japanese Oak in Logs and Planks.
Teak and Hardwood supplied Machine Sawn to any Dimensions.
Floorings—Sizes to Order.
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Telegrams—Rosewood. Telephone No. 1453. P.O. Box No. 639
Hongkong, 2nd May, 1914 [51

HOTELS

THE
HONGKONG HOTEL
AND
GRILL ROOM.

[J. H. TAGGART,
16] Manager.]

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CENTRAL LOCATION.

ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.

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QUEEN'S ROAD CENTRAL.

A FIRST-CLASS AND UP-TO-DATE HOTEL, most Central Location within the vicinity of all the Principal Banks.

Noted for the best Food, Refreshments Accommodation and Cleanliness. Cuisine under European Supervision. A First-Class String Orchestra renders selections from 5.30 P.M to 11.30 P.M.

Special monthly terms for residents and for Shipping people.

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1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience. Telephones in Every Room, prompt connection maintained by six lines to Central.

Fifteen Minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine, Roof Garden and Social Rooms, European Runner meets Steamers.

P. O. PFISTER,
Manager.
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THE NEW MACAU HOTEL.

THIS LARGE and ROOMY HOTEL is now OPENED under NEW MANAGEMENT. The place has been renovated throughout and entirely refurnished. Situated on the Prain Grande facing the sea, a cool breeze is enjoyed all the year round. LARGE AND COMFORTABLE DINING ROOM facing the sea. Cuisine under experienced supervision. Terms moderate.

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THE MANAGER,
Macau

Tel. Add. "Phœnix," Macau.
1st February, 1915. [37

VICTORIA HOTEL

SHAMEEN—CANTON.

Telegraphic Add.: "VICTORIA, SHAMEEN."

SITUATED ON THE BRITISH CONCESSION.

Hotel electrically lighted, and under experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every Information and Special Attention given to Tourists.

REASONABLE RATES.

WM. FARMER,
Proprietor
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ON

HIRE

At $10 Per MONTH.

TUNING AND REGULAR ATTENTION INCLUSIVE.

S. Moutrie & Co., Ltd.

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PUBLIC AUCTION

OF

A LARGE AND VALUABLE COLLECTION OF ANTIQUE CHINA AND CURIOS.

THE Undersigned has received instructions from the well-known dealers, Messrs. VEN YUEN TSAE, of Shanghai, to sell by Public Auction

TO-DAY (WEDNESDAY) AND TO-MORROW (THURSDAY), THE 31ST MARCH, AND 1ST APRIL, 1915, COMMENCING EACH DAY AT 2.30 P.M., AT HIS SALES ROOMS, DUDDELL STREET,

A SPECIALLY SELECTED LOT OF ANTIQUE CHINA AND CURIOS FROM SUNG TO TOWKWONG PERIODS.

COMPRISING:—

RED LACQUERED SEAL BOXES, VASES AND BOWLS, JADE SCREENS, ORNAMENTS AND SNUFF BOTTLES, AGATE AND PORCELAIN SNUFF BOTTLES, CRYSTAL ORNAMENTS.

KANGHI 5-COLOURED AND BLUE AND WHITE VASES, BOWLS, PLATES AND JARS.

KIENLUNG FAMILLE ROSE AND BLUE AND WHITE VASES, BOWLS, PLATES AND PLACQUES.

VERY FINE FAMILLE ROSE VASE, KAHING (LARGE)
VERY FINE FAMILLE ROSE VASES, KIENLUNG (IMPERIAL).
VERY FINE 5-COLOURED PENHOLDER, KANGHI.
VERY FINE BLUE AND WHITE PENHOLDER, KANGHI.
VERY FINE 5-COLOURED VASE, KANGHI.
VERY FINE WHITE VASE, SUNG.
VERY FINE 5-COLOURED AND FAMILLE ROSE PLATES AND BOWLS, KANGHI.
VERY FINE IMPERIAL GREEN VASES, YUNGCHING.
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TOWKWONG FAMILLE ROSE PLACQUES, VASES, PLATES AND BOWLS, ETC.

OLD BRONZE VASES, INCENSE BURNERS AND FIGURES (MING AND SUNG).

ALSO

A PAIR OF VERY FINE IMPERIAL VASES OF KIENLUNG PERIODS, FAMILLE ROSE PANELS ON SKY BLUE GROUND.

N.B.—The Undersigned will give a 2-weeks' guarantee as to the genuineness of the articles offered.

On View from SUNDAY, the 28th March, 1915.
Catalogues will be issued.
TERMS:—Cash on delivery.

GEO. P. LAMMERT,
AUCTIONEER.

Hongkong, 24th March, 1915. [416

WM. POWELL, LTD.

TELEPHONE 346.

JUST UNPACKED:

STRAW HATS

GLYN & Co 44 Old Bond St LONDON.

PERFECT FITTING.

HAND-MADE STRAW HATS.

EASY FITTING LIGHT IN WEIGHT.

WM. POWELL, LTD.

SOLE AGENTS FOR "GLYN'S,"
44, OLD BOND STREET, W.

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CARE OF HORSES AT THE FRONT.

TRIBUTE TO THE ARMY VETERINARY CORPS.

ANIMALS IN SPLENDID CONDITION.

Having noticed in Mr. Tennant's admirable speech in the House of Commons the great and deserved tributes he paid to the medical service and the perfection of system of both sanitation and inoculation, I think it may be of value to those interested in animals to have their attention drawn to the Army Veterinary Corps, which comes under the Quartermaster-General's department, and under General Pringle on this side of the Channel, and under General Moore, who represents it in the English Expeditionary Force.

I had the opportunity of going to the second lines ("animal lines"), and thence to the third and fourth lines and more southern bases, and I saw every remount and hospital base. I think, therefore, that I am fully entitled to express an opinion as to the work of the Army Veterinary Corps and the Remount Department. All lovers of horses can rest assured that my remarks are rather those of one who went to curse but returned to bless.

HEALTH AND VITALITY.

I had heard much of the difficulties and sufferings connected with the animals, but I have not the slightest hesitation in assuring the whole of the English horse-loving world that I do not believe in all the various departments of the Army there is any branch that deserves more credit, and shows more astonishing foresight in the alleviation of suffering and general superintendence of the animals, than do the Army Veterinary Corps and the Remount Department.

I have heard many criticisms about the treatment of horses, and I have heard reports of shortage of medicaments, of necessary instruments, and of the means of transport of the animals. To these my only answer is that I found no such difficulties.

I was enormously impressed by the health and vitality of all the horses that I saw. Many of the artillery horses looked exceedingly well; all the cavalry horses that I saw (of course, with certain exceptions) looked magnificent—which is a very strong word to use, but a true one!

I then went down to the various bases. At No. 1 I found hospital bases that had been built with stable shelters constructed of iron for the horses. These had been easily erected, and were, to my mind, far preferable to the wooden ones I saw at other places. They are divided into sections, and every hospital within a certain distance from the front is calculated and based on the thousand-horse system. The ground selected was, in my humble opinion, admirable.

COMPLETE EQUIPMENT.

I found that the veterinary surgeons, some of whom I knew, were most capable. The dressers were all that could be desired. The operating theatres were arranged as perfectly as could be done in our own city of London. The instruments, medicaments, and everything necessary for the respective hospitals were of the finest quality, and, to my great surprise, up to strength for all requirements and most fully equipped.

There are, of course, many cases of suffering—shrapnel wounds, sore backs, and the like—but the principal injuries were to the feet, probably produced by nails causing quitter, and the difficulties with lice and mange, but in every case the individual horse was separated and looked after in accordance with its particular malady, and I did not observe one single instance of neglect throughout the many thousands of horses that I saw.

That there are sufferings, that there are shortcomings, that there are little details which could be rectified I do not for one minute dispute, and I should say the want of horse ambulances, coarseness of the shoes, the want of proper sized nose-bags, the lack of head or neck collars in place of headstalls (which are necessary in cases of catarrh, strangles, or pneumonia) is probably the greatest criticism I could make. This is, however, a small matter which is being rectified.

DUKE'S APPEAL.

Should any of the public wish to subscribe in the interest of the animals, the kindest thing that could be done at the moment would be to contribute to funds that provide ambulances for the relief of horses going from the trains to the hospitals, for it is obvious that there are many cases of debility or of absolutely tired-out horses arriving at the station nearest the hospitals which have not the strength to get into these hospitals.

At Gournay, at Forges-les-Eaux, at Dieppe, at Rouen, and at Havre motor-lorries for the transport of horses could be of the greatest possible value.

I read the Duke of Portland's appeal through the R.S.P.C.A., and I can assure all those who have subscribed and who are ready and willing to subscribe that no contribution could be of greater benefit to the English horses at the front than this fund.

The society is not working as an independent one, but under the supervision and at the request of the War Office, and the advantages rendered by the society are marked to a degree. I saw a stable of theirs being built for 1,000 horses at Forges-les-Eaux; I saw motor-lorries supplied by the society which are giving the greatest satisfaction; I saw medicaments requisitioned by the Army Veterinary Corps and supplied by this society which become of the greatest value.

It is for this reason that I earmark the fact that such an organization working under the authorities and with the supervision of the Army Veterinary Corps, is most satisfactory.

Having said this, I think it is only due to all those in the Veterinary Department and the Remount Department to refer to the extraordinary energy, the love of the animal, the time, hard work, and forethought displayed by all those connected with these two departments.—*Daily Mail.*

THE BOHEMIAN SLAVS.

A PEOPLE WITHOUT A PRESENT.

The manner in which the Czechs of Bohemia have been able to spread over that rich and fertile land, regaining more and more of the territory occupied by the Germans, furnishes one of the most characteristic examples to be found anywhere in Europe of the awakening of the nationalist spirit. If it be remembered that Bohemia had become thoroughly Germanized, that the Czech language was spoken only by the peasantry, that Prague itself had become a German city—though it is now 95 per cent. Czech—the successful efforts that have been made within the last 30 years to shake off Germanic "culture" and dominion seem beyond belief.

"When a Czech marries a Bohemian-German woman, the language of the home is invariably exclusively Czech, the children are educated in Czech schools and become Czechs; but, what is more surprising, when a Czech woman marries a Bohemian-German, this is also the case, and in a large measure accounts for the rapid increase of our numbers," was the explanation offered. Even among the Bohemian nobility, who for many years have lived chiefly in Vienna and had become Germanized, Czech is again spoken in the household.

STRUGGLE FOR SUPREMACY.

To-day the German population of Bohemia occupies merely a fringe on the outer borders of the kingdom. Yet owing to the support they receive from Vienna and notwithstanding the fact that they are in the minority, the German element still forms the great majority of the official class. The struggle for supremacy between the German and Czech elements within the boundaries of the country has not only been the cause of serious disturbances, but has obscured to the Czechs many wider issues of the utmost importance to them. The injustice of the discrimination against the Czechs cannot be better proved than by stating that the Czech language is not yet fully recognized as official. This is the cause of bitter discontent, and is essentially irksome in legal matters. I inquired of an influential Bohemian-German in Prague, who was closely connected with the Government and ought to be well informed, what the reasons were for such an apparently unfair policy. The answer is characteristic of the attitude of Vienna:—

"We cannot grant all demands at once. It is our aim to keep the people occupied. Let them wrangle about their language and nationalist revival. The more it occupies their minds, so much the less will they give their attention to more vital political issues."

To the Czechs as to the Serbo-Croatians and Rumanes of South-Eastern Europe, the war that is being waged by the Allies is a war of liberation. "Just as the last century secured personal liberty, so the present is to bring about racial independence," is their firm belief. Yet the people of Bohemia, and particularly of Prague, seem engrossed in their own affairs, which are of local or secondary importance. What to a foreigner is most remarkable is the fact that, for the Czechs, the present does not appear to exist. They live in the past and in the future. Even in these momentous days they spend their time either in reconstructing the glories of the past or in dreaming of the years to come. The Battle of the White Mountain, which was fought three centuries ago, and ended the days of Bohemian independence, I heard referred to with more feeling and interest than the most recent news from Flanders or the Eastern front.

LACK OF A STRONG LEADER.

This apparent unconcern may be explained in part by the fact that the Czechs, split up as they are into countless small cliques, seem unable to agree as to the policy to be pursued. Personal ambition, petty jealousy, but above all the lack of a strong leader, have kept the Bohemians floundering in a maze of contradictory plans. There is unquestionably a suspicious, and consequently a pessimistic, attitude towards active, assertive measures. This is strikingly illustrated by a remark made to me in Prague:—"When the Russians are within 10 miles of Prague, every man, woman, and child will go out to give them a royal welcome. But until they are within hailing distance, our attitude will remain unchanged."

And though Russian influence has played a large part in fostering Slav strength in Bohemia, I found little outspoken sympathy for the Russians.

BOHEMIAN "OPPORTUNISM."

It is this "opportunism" with which the Bohemians are content to envisage events that led me to inquire what the Czechs expect should the war waged by the Allies be successful. To my surprise no one expressed a desire to shake off the Hapsburg rule. That after 300 years of oppression the Bohemians should not wish to be freed from even a nominal allegiance to the Dual Monarchy seems inexplicable. Their arguments were as follows:—

Though ethnically and geographically speaking we are a united people, experience has taught us that we are not strong enough to stand alone. We desire national freedom, possibly under a Hapsburg ruler, such as Hungary has to-day. We wish to live unmolested in the development of our political, civic, and "cultural" life within our own boundaries. We desire full representation in the councils of the Monarchy, but in matters of defence and finance Bohemia, joined in Federal union with Austria-Hungary, will be far stronger than she could be if she were independent, subject to any and every menace from our northern neighbour, Germany.

In these remarks there can be traced the outgrowth of a struggle for racial independence rather than expressed ambition for State sovereignty. I found no international point of view in Prague. I mean thereby no programme for the establishment of a Bohemian kingdom or even Republic. This may not mean that no such programme exists. When it is remembered that a united State, including Bohemia, Moravia, and the adjacent Slovak provinces would form a country far richer, more fertile, and populous than any of the existing Balkan States, or even any of the smaller States of Europe, this lack of international "vision" is possibly more apparent than real.—*The Times.*

WAR BREVITIES.

Telegrams from Sofia state that the operations in the Dardanelles are engrossing public attention, particularly as it was believed that the advent of the Germans had rendered a forcing of the Straits impossible.

This story of a lost dinner is told by the Eye-Witness at the British Headquarters:—"A party of our officers had an extraordinary escape on this day. They were on the point of sitting down to dinner in a dug-out when a bomb from a German trench mortar landed in their midst. When the smoke and dust of the explosion had cleared away the dinner had completely disappeared, but not a single man was hurt.

Both Japanese and Russian soldiers (reports *The Times*) are wearing "Kamiko," or paper clothing. The serial is made of the real Japanese paper manufactured from mulberry bark. A thin layer of silk wadding is placed between two sheets of the paper and the whole is quilted. Velvet shirts and drawers made in this way are more comfortable than flannels. A company in Yokohama is supplying large quantities of paper shirts to the Russian Army.

General Botha has taken the aggressive against the Germans in South-West Africa. The force which occupied Swakopmund, the chief port of the colony, on January 14th, has moved inland under the personal command of General Botha, and, after driving the Germans out, has occupied the important watering-place of Goanikontes, about twenty-three miles out. The Germans who were captured declared themselves astonished at the boldness and dash of the burghers.

The *Messagero* (Rome) states that the headquarters of the German contraband smugglers is in Barcelona, whence merchandise is shipped to Amsterdam, *via* Genoa, as cargoes leaving neutral maritime stations for other neutral ports are immune from capture. The German emissaries in Genoa despatch the goods to Amsterdam, *via* Switzerland, but when the train reaches Germany the goods are taken out. The firm in Amsterdam never complains of the non-arrival of consignments.

During the occupation of Ardanuch, Trans-Caucasia, the Turks dragged into the streets 150 Armenians, and cut their throats. Old Turkish residents coldbloodedly killed their old Armenian acquaintances. Fifty Armenians were stripped and compelled to leap into an abyss known as the Devil's Gap, until one carried a Turk with him. Then the remainder were shot. About 250 men were massacred at Tamvot, and the women carried off into captivity.

The death took place at Edinburgh Castle last month of the captain of the German cruiser *Blucher*, which, it will be remembered, was sunk in the battle in the North Sea on January 24th. It was stated that the cause of death was a complication of pneumonia and heart trouble, probably brought about by exposure following the sinking of his ship. The deceased officer was rescued by British warships, with a large number of his crew, after the *Blucher* had disappeared.

Vice-Admiral Sir Sackville Carden, who commanded the Allied squadron acting against the Turks, is in his 58th year. He is a recognised "safe" man in the British navy. When war broke out, he was in command of the Malta etsablishment, and on the successive retirements of Admirals Milne and Jackson he was on promotion, given command of the British force in the Mediterranean. He has a very high reputation as a tactician, and has taken part in nearly every operation of note since 1870, in which year he entered the service. He is a native of Tipperary, and possesses a delightful personality.

A Corporal of the Royal Engineers writing from Nairobi says of the enemy in that part of the world:—They seem well supplied with guns, especially light field guns, and they are bristling with Maxims. It seems as though every party of ten men or more have one. He adds:—Our native troops seem to have no fear; in fact, they are extremely brave. One of their white officers, Lieutenant Oldfield, killed at Tsavo, having come right on to the muzzle of a Maxim, four of his native askaris threw themselves in front to try to save him. The whole party were instantly riddled.

Ex-President Taft, in an address on the European situation, warned the United States that she was now faced with a serious international crisis. The only danger was lest the spirit of jingoism should prevail. He denounced mine-planting and the torpedoing of merchant-men as violations of the rules governing contraband and neutral commerce. If American lives were lost the Government would then be faced with the most momentous event in its history. The United States must sell arms and ammunition to any nation able to purchase them, because if the United States went to war it would require a similar service from other nations. "When the President acts," Mr. Taft added, "we must stand by him to the end."

Sir Marcus Samuel points out that Germany's first act of piracy affected a steamer under the Norwegian flag carrying a cargo loaded by Americans and destined to a Dutch port. He says it would not surprise him to learn that the cargo was financed and insured in Germany. The only profit derived from the act is by the British. To them will be paid the heavy salvage charges, whilst the repairs to the ship must be done in a British yard and by British workmen. There is a consolation to be derived by our own merchantmen from the fact that the torpedoes discharged at short range by the German submarine failed to sink either the *Belridge* or the *Dinorah*, proving how greatly the explosives now used by the Germans have deteriorated in power since the commencement of the war.

INTIMATIONS

JUST LANDED:

"HIRANO MINERAL WATER"

IN QUARTS, PINTS AND SPLITS.

Bottled by the

IMPERIAL MINERAL WATER CO., LTD., OSAKA.

By appointment to the Imperial Household of Japan, Officially Recommended by the Medical Colleges of The Imperial Universities of Tokyo and Kyoto.

(SAMPLES FREE).

SOLE AGENTS:

CALDBECK, MACGREGOR & Co.

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FRENCH LESSONS

G. MOUSSION,

15, MORRISON HILL ROAD.

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FOR SALE.

ONE STOCK ANCHOR, about 5 tons and 150 FATHOMS of 2¾ inch CHAIN with Shackles Complete. Condition good as new.
Apply—
ILOILO PILOTS' ASSOCIATION, Iloilo, P.I.
Hongkong, 6th March, 1915. [370

FOR SALE.

GREAT VARIETIES OF

PICTORIAL WAR POST CARDS.

GRACA & CO.,

CAINE ROAD, No. 11A.

Hongkong, 17th March, 1915. [103

YEW LEE.

AH CHEONG AND L. HANSEN.

STEVEDORES, SHIP-CHANDLERS and COMPRADORES,

15, LEE YUEN STREET, WEST.

Telephone No. 1230.

Hongkong, 27th October, 1914. [104

A LING & CO.,

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description in Stock.
Developing, Printing and Enlarging.
Canton Marbles in Various Shades.

TELEPHONE 1219.

Hongkong, 4th February, 1915. [94

ASAHI BEER.

THE DAI NIPPON BREWERY & CO., TOKIO, JAPAN.

OBTAINABLE EVERYWHERE.

SOLE AGENTS:

MITSU BUSSAN KAISHA.

HONGKONG.

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INTIMATIONS

THE HONGKONG CLUB.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG CLUB will be held at the Club House, Connaught Road Central, Victoria, Hongkong, on TUESDAY, the 6th day of April, 1915, at 5.15 o'clock in the afternoon, when the subjoined resolution will be proposed as an Extraordinary Resolution:—

"The Article 22 of the Articles of Association be cancelled and the following Article substituted therefor:—

"22. (a) The subscription for an Absent Member shall be Seven dollars per annum payable in advance on the 1st January in each year. (b) An Absent Member shall, in addition, pay at the rate of Seven dollars per month for every month or part of a month he is present in Hongkong provided he makes use of the Club for more than one week in any month. (c) Any member shall be entitled on payment of Twenty-five dollars to be relieved from all further liability at all times thereafter for the payment of the subscriptions otherwise due from him as an Absent Member (save as provided by sub-clause b)."

Should the resolution be passed by the required majority it will be submitted for confirmation as a special resolution to a Second Extraordinary Meeting which will be subsequently convened.

E. DES VŒUX,
Secretary.

Dated the 22nd March, 1915. [422

THE HONGKONG CLUB.

NOTICE.

THE TWENTY-NINTH YEARLY GENERAL MEETING of the Members of the HONGKONG CLUB will be held in the Club House, on TUESDAY, the 6th April, 1915, at 5.30 P.M.

By Order,
E. DES VŒUX,
Secretary.

Hongkong, 22nd March, 1915. [423

THE HONGKONG CLUB.

NOTICE.

THE TWENTY-SEVENTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES of the HONGKONG CLUB (1896 issue—$100.00 each) was held in the Club House on WEDNESDAY, the 24th March, 1915, when the following Debentures were drawn for Redemption:—

74	445	655	1137	1545
93	452	665	1171	1553
96	487	705	1178	1581
176	510	742	1182	1604
225	531	748	1216	1609
243	544	749	1309	1640
253	548	812	1331	1693
316	566	825	1336	1717
417	622	906	1407	1741
420	623	961	1444	1777
434	640	973	1447	1790
436	647	1021	1461	1806
437	652	1071	1534	1866

and will be payable at the Hongkong and Shanghai Banking Corporation on WEDNESDAY, the 31st March, 1915, in exchange for surrender of same.

By Order,
E. DES VŒUX,
Secretary.

Hongkong, 24th March, 1915. [424

PRINCE OF WALES' FUND.

ST. JOHN'S CATHEDRAL.

GOOD FRIDAY,

AT 9.15 P.M.

SPOHR'S

"LAST JUDGMENT."

KOMOR & KOMOR

ART UNION EXHIBITION OF WATERCOLOURS

Open from MONDAY, the 22nd of March.

Pictures by:—KATO, YOKOUCHI, MORI, OZAWA, KASAGI H. YOSHIDA, etc., etc.

ALL PICTURES WARRANTED TO BE GENUINE.

An inspection is cordially invited.

KOMOR & KOMOR,
Alexandra Building.

Hongkong, 22nd March, 1915. [410

YOKOHAMA.

BLUFF HOTEL.

No. 2, BLUFF.

HEALTHY LOCATION AND BEAUTIFUL VIEW.

EXCELLENT CUISINE AND HOME COMFORT.

MODERATE TERMS.

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AT THE MAGISTRACY.

ALLEGED ATTEMPTED ROBBERY.

Before Mr. J. E. Wood, four Chinese were charged with being concerned in an attempted robbery at No. 164, Wellington Street, top floor. According to the story for the prosecution the first defendant and two or three other men appeared outside the door of the top floor apartments, and the first man called to the woman inside to receive a letter. Apparently the woman was suspicious, and did not open the door, which was then burst in. The woman was struck, and the men attempted to push a towel into her month when the small girls who were on this floor commenced to scream. The men became frightened and ran away, but the first defendant was caught by a detective at the bottom of the stairs and taken into custody. Upon certain information supplied, the other three men were arrested by Detective-Sergeant Clarke and a party of detectives at a house in Wanchai. The hearing was remanded.

POSTMASTER-GENERAL'S COMPLAINT.

Prosecuting a Chinese, said to be the agent for the charterers of the *Fausang*, at the Magistracy yesterday, for failing to notify the proper time of the departure of the vessel, the Postmaster-General (Mr. E. D. C. Wolfe) told the Magistrate that the ship was due to leave for Saigon at 5 o'clock on the 24th, but failed to leave until noon on the day following. Considerable annoyance was caused in this way. The mails were made up so that the letters could be sent off at the advertised time of departure, and people came to the Post Office and asked why the mail should be closed so early when the steamer did not leave until several hours later. The maximum fine was $500, but he thought a small fine would meet the case in this instance, as this was the first of its kind. A fine of $25 was imposed.

COMPANY REPORT.

CHINA IMPORT AND EXPORT LUMBER CO., LTD.

The report of the directors states:—

The directors have much pleasure in presenting to the shareholders their thirteenth annual report and statement of accounts for the year ending 28th February, 1915.

The profit and loss account, including the balance of Tls. 5,538.83 carried forward from last year, shows a credit balance of Tls. 48,897.89, which amount the directors recommend be appropriated as follows:—

Pay a dividend of 8 per cent., absorbing	Tls. 32,000.00
Transfer to reserve fund for equalization of dividends	,, 10,000.00
And carry forward to new account the balance of	,, 6,897.89
	Tls 48,897.89

RESERVE FUND.

Balance as at 18th Feb., 1914	Tls. 60,000.00
To which has been added	,, 15,000.00
Making a total reserve of	Tls. 75,000.00

SPECIAL RESERVE FUND.

Balance as at 28th Feb., 1914	Tls. 60,000.00
To which has been added	,, 15,000.00
Making a total reserve against risk of bad debts of	Tls. 75,000.00

DIRECTORS.

Mr. E. Schulze, in accordance with the Articles of Association of the Company retires by rotation, but, being eligible, offers himself for re-election.

AUDITORS.

The accounts have been audited by Messrs. Lowe, Bingham & Matthews, who offer themselves for re-election.

H. E. ARNHOLD,
Chairman.

Shanghai, 20th March, 1915.

LONDON RENTS.

The enormous rise in London rents, among rich and poor alike, during the past five years is shown by statistics issued by the Board of Trade. Lord Allendale, who three years ago paid £1,112 a year for his house in Piccadilly, now pays £1,650, and was fined £5,038 when his lease was renewed. The rent of the United Service Club, which until 1904 was £145, is now £3,830; and that of Lloyds Bank, at the corner of St. James-street and King-street, is £3,000 a year. We must, however, go to New York to find the most highly-rented tenant in the world—Mr. Murray Guggenheim, who pays £5,000 a year for his residence at the corner of Fifth-avenue and Eighty-First-street.

CLERK TO DIRECTOR IN 3 MONTHS.

ADMIRALTY DISCOVERY.

Mr. Graeme Thomson has achieved an unexampled rise—from clerk to director—in the Admiralty during three months. In October he was superintending clerk in the Transport Department under Rear-Admiral H. W. Savory. In the November "Navy List" he appeared as holding the position of Assistant-Inspector of Shipping. By January he had become head of this great Department and Director of Transports.

Mr. Churchill said in the House of Commons that he was one of the discoveries of the war.

ROYAL HONGKONG GOLF CLUB.

EASTER COMPETITIONS.

Fan Ling Course.—A Bogey Competition for a prize kindly presented by Messrs. Kraft and Ritchie will be held from the Friday to the Monday inclusive. Competitors can take out only one card but can play at any time on the days allotted for the competition. Three-quarters of Competitors' Handicaps is to be used and handicap allowances must be taken at the holes indicated on back of every scoring card. An optional pool will also be held, for which as many entries as wished can be made. Entrance fee: $1 for each card taken out.

Competitors' attention is drawn to the Rules of Bogey Competitions, which are:—

A Bogey Competition is a form of Stroke Competition in which play is against a fixed score at each hole of the stipulated round or rounds.

The reckoning is made as in match play, and the winner is the competitor who is most successful in the aggregate of holes. The rules for Stroke Competitions shall apply with the following exceptions:—

1.—Any hole for which a competitor makes no return shall be regarded as a loss. The marker shall only be responsible for the marking of the correct number of strokes at each hole at which a competitor makes a score either equal to or less than the fixed score.

2.—Any breach of rule which entails the penalty of disqualification, shall only disqualify the competitor for the hole at which the breach of rule occurred; but a competitor shall not be exempted from the general disqualification imposed by Stroke Rules 2 (1), 4 (2), and (2).

And the Fan Ling Local Rules which are:—

Second Hole:—Clubs must not be grounded in the bunker guarding the green.

Balls in the ditch at right-angles to the bunker may be picked out and dropped on the fairway behind the bunker under penalty of one stroke.

Third Hole:—A ball is considered out of bounds if it is in, or over, the cutting on the far side of the green: the penalty is loss of distance only. (See Rule 23 of the Rules of Golf.)

Fifth Hole:—A ball may be lifted from the drain to the right of the green and dropped behind the drain under penalty of the stroke.

Seventh Hole:—A ball may be lifted from any position, and dropped on the fairway under penalty of one stroke. A lost ball at this hole is subject to the same penalty.

Eleventh Hole:—A ball in the rough ground to the left of the fairway near the twelfth green may be picked up and dropped on the fairway under penalty of one stroke.

This rule applies only to balls driven from the tee which finish below the level of the fairway. Otherwise the ball must be played from where it lies or teed under the usual penalty of two strokes. (See Rule 11 of Rules for Play in Stroke Competitions.)

Twelfth Hole:—A ball in the ditch or in the water at the bottom of the bank near the green, may be picked out and dropped not nearer the hole under penalty of one stroke.

Fifteenth Hole:—A ball may be lifted from the drain to the right of and behind the green, and dropped behind the drain under penalty of one stroke.

Eighteenth Hole:—A ball from the tee finishing in the small spring hole to the left of the fairway or in the cross bunker, may be picked out and dropped behind the spot at which the ball entered without penalty: this only applies to balls driven from the tee. In the case of shots played from through the green the ball may be lifted and dropped behind these hazards under penalty of one stroke.

ASSOCIATION FOOTBALL.

FORTHCOMING MATCHES.

To-day:—

R.E. *v.* Police (U.S.L.), Military Ground, 4.00 p.m. sharp. Referee: Mr. F. W. Wright.

R.G.A. *v.* Club (U.S.L.), Club Ground, 5.15 p.m. Referee: Mr. F. W. Eager.

Lam Lioug *v.* University, Military Ground, 5.15 p.m. (H.K.L. II.). Referee: Mr. W. H. Viveash.

Saturday:—

R.E. *v.* H.K.F.C. (Re-played Shield Final), Club Ground, 4.10 p.m. 45 minutes each way. In case of a draw, extra time—15 minutes each way—will be played if practicable.

Lusitano *v.* University (Final match H.K.L. II.), Club Ground, 2.45 p.m. Referee: Mr. A. A. Wilson.

REMAINING U.S.L. MATCHES.

Wednesday, April 7th:—

R.E. *v.* Club, Club Ground.

R.G.A. *v.* Police, Military Ground.

Saturday, April 10th:—R.E. *v.* Police, Club Ground.

Wednesday, April 14th:—R.G.A. *v.* Police, Military Ground.

Saturday, April 17th:—

R.G.A. *v.* R.E., Military Ground.

Club *v.* Police, Club Ground.

HOLIDAY MATCHES.

Easter Monday (April 5th):—

Club Ground, 3 p.m., Chinese *v.* Rest of the League, Division II. Referee: Mr. A. A. Wilson.

Club Ground, 4.15 p.m., R.G.A. *v.* Rest of the Colony. Referee: Mr. F. W. Wright.

A collection will be made by the H.K.F.A. (the last of the season), and all profits will be divided equally between the Soldiers' Tobacco Fund, the Prince of Wales' Fund, and the Belgian Relief Fund.

After the second match, Mrs. H. R. B. Hancock—wife of the President of the Association and League—will present the cup and medals to the R.G.A. team, winners of the Hongkong League, Division I.

DIVISION I.

Club.	P.	W.	L.	D.	Goals F.	Goals A.	Pts.
Royal Navy	8	6	1	1	15	3	13
R.E.	6	2	2	0	2	2	4
Police	4	1	1	1	2	3	3
R.G.A.	3	1	2	1	2	5	3
Club	5	0	4	1	2	10	1

WAR NEWS.

BRITISH TROOPS AND INOCULATION.

The Under-Secretary for War announced in the House of Commons on the 15th ult. that there had been no case of cholera or typhoid fever either in the Expeditionary Force or among the troops in the country.

Ninety-seven per cent. of the 29th Division had already been inoculated against typhoid fever.

PRUSSIAN LOSSES.

A Copenhagen despatch appearing in a London paper of the 16th ult. says:—

The last six Prussian casualty lists published, though they only contain 17,925 names, some dating from August, bring the total of the 148th list of officers and men killed, wounded, or missing to 971,042. To these must be added 852 Bavarian, 107 Saxon, 114 Württemberg, and 17 Navy lists.

LIFE ON A DESTROYER IN THE NORTH SEA.

A naval officer on board a destroyer writes:—The North Sea is pretty wintry at the best of times, and has been quite seasonable, I can assure you. The other day we drowned a man, and lost an anchor and cable. The forecastle of a destroyer cleared for action is a dangerous place, all the rails being down. I have visions of an impromptu bath some day myself, but it is all in the day's work and less uncomfortable than the trenches, I suppose. We never steam less than twenty knots, and you know what that means when there is even a small sea running. Choked with oil fuel smoke, slashed with icy spray, soaked to the skin, freezing, and utterly miserable, the spirit of our men is simply beyond all praise.

AUSTRALIA'S CITIZEN ARMY.

OVER A MILLION MEN AVAILABLE.

The Australian Commonwealth statistician has furnished interesting figures to show the number of men available in Australia according to the Defence Act. Allowing 20 per cent. as the proportion that might be omitted as medically or otherwise unfit, and dividing the men into five classes, the result is as shown in the following table. Class I. includes all unmarried men of 18 years and upwards, but under 35; Class II., from 35 to 45 years (unmarried); Class III., 18 to 35 years (married); Class IV., 25 to 45 (married); and Class V., 45 to 60:—

Class I.	523,850
Class II.	87,260
Class III.	232,150
Class IV.	232,250
Class V.	336,700
Total	1,414,200

A NEW BRITISH SUBMARINE CLASS.

The British Admiralty has just commissioned a new type of submarine, which is to be known as the "W" class. There are four of these vessels, and they have been designed and built at Armstrong's works since the war began. The latest vessel to be sent to sea is *W8*, but *W1* would appear to have been in commission for some time, and it is not quite clear whether there are eight or four of the type afloat. The new class is for some reason styled by the English papers of last mail "Mysterious Secret Submarines," but, excepting for the fact that they have been built and designed at Elswick, and that no details have been made public, there is not much mystery about them.

Another new type of under-water-craft, known as the "S" class, with a speed of 16 knots on the water, has been built and designed at Scott's yard at Greenock, and has been in commission for about a year, but as all submarines take a good deal of "knowing" before they take an active part in warfare we have not yet heard of any of their adventures afloat. The two big submarines of the *Swordfish* type are now attached to Sir John Jellicoe's flagship, the *Iron Duke*.

SPECIAL POLICE RESERVE.

COMBINED PARADE.—All Companies will parade at the Central Police Station on Wednesday, March 31st, at 3.30 p.m. The 1st British Company will parade without arms. Recruits of the 1st Chinese Company will not attend. Previous Orders for March 31st are cancelled.

Recruits of the 1st Chinese Company will attend at the Chinese Y.M.C.A. (Bridges Street) for Squad Drill under Sergeant Mow Fung on Saturday, April 3rd, at 3 p.m.

F. C. JENKIN,
A.S.P. (Reserve).

THE HONGKONG VOLUNTEERS.

CORPS ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

JOINED.

1.—Sapper J. J. Gibbison joined the Corps on 30th March, allotted Corps No. 1790 and posted to Engineer Company.

RESIGNATION.

2.—Pte. D. E. Carvalho is permitted to resign, dated 29th March, 1915.

PARADES.

3.—Parades for Wednesday, 31st instant: *Nil.*

DETAIL.

4.—On duty at Volunteer Headquarters and Mount Austin Barracks: H.K.V.R.

G. E. STEWART, Capt.,
Adjutant, H.K.V.C.

An English translation of the Diplomatic Correspondence respecting the war published by the French Government has recently been issued by Mr. T. Fisher Unwin, London, W.C. It is issued as one of the Parliamentary publications and is procurable for 1d., though it consists of nearly 200 pages.

INTIMATIONS

LANE, CRAWFORD & Co.

(ESTABLISHED 1850.) (TELEPHONE 1741.)

SHIPCHANDLERY DEPT.

DECK AND ENGINE STORES.

PAINTS, OILS, CANVAS, SAIL CLOTH, ETC.

SHIPS' UPHOLSTERERS.

SOLE AGENTS FOR

BAXTER & Co.'s (DUNDEE) CANVAS.

GOUROCK ROPE WORK Co.'s (PORT GLASGOW) CANVAS.

CHAS. PRICE & Co.'s (LONDON) ENGINE OIL.

THE VALVOLINE OIL Co.

VALENTINE'S VALSPAR VARNISH.

THE "STAR" FIRE EXTINGUISHER.

PROTECTION IS BEST OBTAINED BY EMPLOYING UP-TO-DATE APPLIANCES.

AS THE CHEMICAL USED IS NOT A LIQUID BUT A DRY POWDER, THERE IS NO DAMAGE TO FURNITURE OR OTHER ARTICLES.

LANE, CRAWFORD & CO.

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REMINGTON JUNIOR.

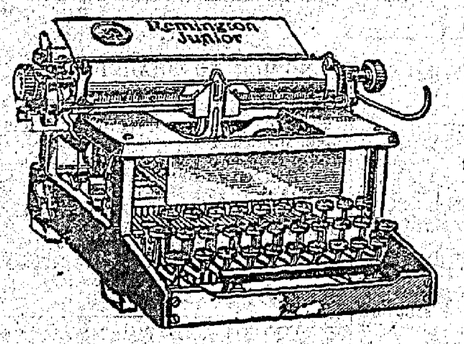
"A LONG FELT WANT SUPPLIED AT LAST."

"THE REMINGTON JUNIOR."

PORTABLE TYPEWRITER FOR TRAVELLERS, SMALL RETAILERS DOCTORS, CLERGYMEN, AND OTHER PROFESSIONAL MEN, ETC., ETC.

SPECIAL FEATURES:

Simplicity Compactness, Durability, Portability. Weight 16 lbs., in leather travelling case 21 lbs



The Remington "JUNIOR" is a Typewriter of true Remington quality, but is smaller, lighter and more compact and portable than the Standard Remington Model. It embodies the latest Remington ideas in Remington construction, visible writing, back spacer, automatic ribbon movement, improved paper feed, and release, etc., etc.

It is swift and easy, does beautiful work and is so simple in construction that its skilled operation is quickly learned by anybody. No lessons needed. Though just as well made as any of the regular models, its price is only about half of the Standard Models.

It is built for the non-user, for the immense army of people who need a Typewriter and have always needed one, but who would not get the Standard Models because their requirements are different. In one word, it is built for people who will operate their own Machines.

For further particulars, catalogues, etc., apply—

REMINGTON TYPEWRITER CO.
(INCORPORATED), NEW YORK.

MUSTARD & Co.,
Sole Distributors for HONGKONG, SOUTH CHINA AND MACAO.
Care of BRITISH AMERICAN TOBACCO CO., LTD.,
18, BANK BUILDINGS.

Hongkong, 23rd March, 1915. [50

PUBLIC AUCTION

OF

ANTIQUE CHINA AND CURIOS.

THE Undersigned has received instructions to sell by Public Auction on

TUESDAY, WEDNESDAY AND THURSDAY,

THE 6TH, 7TH AND 8TH APRIL, 1915, COMMENCING EACH DAY AT 2.30 P.M., AT THE OLD POST OFFICE, QUEEN'S ROAD CENTRAL,

A LARGE AND VALUABLE COLLECTION OF ANTIQUE CHINA AND CURIOS.

COMPRISING:—

BLUE AND WHITE VASES, JARS, BOWLS AND PLATES, 5-COLOURED VASES, JARS, BOWLS AND PLATES FROM THE TOWKWONG TO MING PERIODS.

5-COLOURED SCREENS (KANGHI), SUNG BOWLS, BLACK AND GOLD VASES (KANGHI), POWDER BLUE AND GOLD VASE AND PLATES (KANGHI).

AND

FINE SOFT PASTE BLUE AND WHITE DISH (MING).
FINE SOFT PASTE PENHOLDER (KIENLUNG).
FINE FLAMBE WATER WELL (SUNG).
VERY FINE 5-COLOURED BEAKER VASE (KANGHI).
VERY FINE SOOCHOW-LACQUER BOXES (KIENLUNG).
BRONZE INCENSE BURNER (CHOW).
1 PAIR FAMILLE ROSE JARS (YUNGCHING).

ALSO

CRYSTAL, AGATE AND PORCELAIN SNUFF BOTTLES, KIENLUNG POWDER AND SEAL BOXES,

ETC., ETC., ETC.

On View from WEDNESDAY, the 31st March.
Catalogue will be issued.
TERMS:—Cash on delivery.

GEO. P. LAMMERT,
AUCTIONEER.

Hongkong, 30th March, 1915. [449

NEW ADVERTISEMENTS

FOUND,

A BUNCH of SEVEN KEYS. Owner can have same by applying to the Undersigned and pay for the cost of this advertisement.
W. H. M. TAYLOR,
Care of THE CARLTON HOTEL.
Hongkong, 31st March, 1915. [452

HOT X BUNS.

TO save disappointment, please order now. For outside stations we make a special batch, available from 5 P.M. 1st April, 1915
ALEXANDRA CAFE.
Hongkong, 31st March, 1915. [453

CHINESE IMPERIAL GOVERNMENT 7% SILVER LOAN OF 1898, E.

57TH HALF-YEARLY DRAWING.

INTEREST due and Drawn Bonds of this LOAN will be Payable at the Offices of the Corporation on and after the 31st March, 1915. List of Drawn Bonds can be obtained on application to the Undersigned.
For the HONGKONG & SHANGHAI BANKING CORPORATION,
Agents issuing the Loan,
N. J. STABB,
Chief Manager.
Hongkong, 31st March, 1915. [454

FIRE INSURANCE ASSOCIATION OF HONGKONG.

EASTER HOLIDAYS.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on FRIDAY, SATURDAY and MONDAY, the 2nd, 3rd and 5th April.
By Order,
A. R. LOWE,
Secretary.
Hongkong, 31st March, 1915. [455

MARINE INSURANCE ASSOCIATION OF HONGKONG.

EASTER HOLIDAYS.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on FRIDAY, SATURDAY, and MONDAY, the 2nd, 3rd and 5th April.
By Order,
A. R. LOWE,
Secretary.
Hongkong, 31st March, 1915. [456

BANK HOLIDAYS.

IN Accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on FRIDAY, SATURDAY and MONDAY, the 2nd, 3rd and 5th April.
Hongkong, 29th March, 1915. [446

THE ROYAL HONGKONG GOLF CLUB.

MIXED FOURSOMES COMPETITION.

ON the afternoon of Easter Monday a MIXED FOURSOMES COMPETITION will be held over Happy Valley.
Conditions: 9 holes, Medal Play under handicap. Entrance Fee: $2.00 each couple. Handicaps: One quarter of the sum total of each couple's handicap is to be deducted from the gross score returned. Men with handicaps of 19 and over are reminded that they can only use 18 of their strokes in competitions held over Happy Valley.
Competitors must make themselves conversant with Happy Valley Local Rules.
After the completion of the above event, Driving and Approaching and Putting Competitions for both ladies and gentlemen will be held.
The courtesy of the green from 2 o'clock onwards is requested.
Entries, stating events entered for, should be made to either the Honorary Secretary or on the lists posted in the Happy Valley and Fan Ling Club houses and in the Hongkong Club. Entries close at 12 o'clock on Saturday, the 3rd April.
Competitors who wish to Tiffin in the Club House should inform the No. 1 Boy before Saturday evening.
K. M. CUMMING,
Hon. Secretary.
Hongkong, 30th March, 1915. [448

CANTON-KOWLOON RAILWAY.

NOTICE.

EASTER HOLIDAYS AND CHING MING FESTIVAL.

THE PUBLIC IS HEREBY NOTIFIED that on April 2nd, 3rd, 4th and 5th, in addition to the ORDINARY TRAIN SERVICE, a FAST TRAIN will leave KOWLOON at 10.50 A.M. for SHEK LUNG, calling at SHEUNG SHUI at 11.30 A.M., and stopping at all Stations between SHUM CHUN and SHEK LUNG.
On SATURDAY, April 3rd, no Tiffin will be served on the Train leaving KOWLOON at 1.35 P.M.
A Train will leave KOWLOON at 8.45 A.M. for SHEUNG SHUI on April 2nd, 3rd, 4th and 5th for 1st and 3rd Class Passengers only. No 2nd Class accommodation will in future be provided on this Train.
By Order,
H. P. WINSLOW,
Manager,
British Section,
Kowloon-Canton Railway.
By Order,
THE ADMINISTRATION,
Chinese Section,
Canton-Kowloon Railway.
Kowloon, 30th March, 1915. [447

PUBLIC COMPANIES

THE HONGKONG AND WHAMPOA DOCK CO., LTD.

NOTICE.

THE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the Offices of the Company, 2, Queen's Buildings, Connaught Road, Hongkong, TO-DAY (WEDNESDAY), the 31st March, 1915, at 11 o'clock A.M., for the purpose of receiving the Report of the Directors and Statement of Accounts for the year ending 31st December, 1914.
The TRANSFER BOOKS of the Company will be CLOSED from the 24th to the 31st March, 1915, both days inclusive.
By Order of the Board of Directors,
GEO. A. CALDWELL,
Secretary.
Hongkong, 17th March, 1915. [401

THE HONGKONG ROPE MANUFACTURING CO., LTD.

THE 31st ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, St. George's Building, 6, Connaught Road, Victoria, TO-DAY (WEDNESDAY), the 31st March, 1915, at 12 o'clock NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1914, and electing a Consulting Committee and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 29th March, to WEDNESDAY, the 31st March, 1915, both days inclusive.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 16th March, 1915. [400

GREEN ISLAND CEMENT COMPANY, LIMITED.

THE 26TH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Offices of the Company, St. George's Buildings, Chater Road, Victoria, Hongkong, on SATURDAY, the 10th day of April, 1915, at 12 o'clock NOON, for the purpose of receiving a Statement of Account and the Report of the Directors for the year ending 31st December, 1914, and declaring a Dividend.
The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, 1st April, to SATURDAY, 10th April, 1915, both days inclusive.
BY ORDER OF THE BOARD OF DIRECTORS.
Hongkong, 27th March, 1915. [442

HONGKONG ICE COMPANY, LTD.

THE THIRTY-FOURTH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Offices of the General Managers at 12 NOON, on MONDAY, the 12th April, to receive a Statement of the Company's Accounts to 31st December, 1914, and the Report of the General Managers.
The TRANSFER BOOKS of the Company will be CLOSED from the 30th March, to the 12th April, both days inclusive.
JARDINE, MATHESON & Co., LTD.,
General Managers.
Hongkong, 24th March, 1915. [427

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of $7.00 and BONUS of $2.00 per Share declared at the Forty-Sixth Meeting of Shareholders held This Day will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after FRIDAY, the 26th March, 1915.
Shareholders are requested to apply to the Office of the Company for Warrants.
By Order of the Board of Directors.
C. PEMBERTON,
Secretary.
Hongkong, 25th March, 1915. [432

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

THE SHARE CERTIFICATES Nos. 2410/2411 for 10 and 25 Shares respectively, numbered 12739/12748 and 35868/35882 inclusive, standing in the register in the joint names of GEORGE ANDREW HASTINGS and JOHN BARHAM CARSLAKE, Solicitors, Liverpool and Birmingham, having been LOST or DESTROYED, NOTICE IS HEREBY GIVEN that unless the said Certificates be produced at the Office of the Company, Queen's Buildings, Victoria, Hongkong, before the 24th April, 1915, New Certificates for the said Shares will be issued and the Old Certificates will thereafter be held by the Company as Null and Void.
GEO. A. CALDWELL,
Secretary.
Hongkong, 25th March, 1915. [426

G. R.

NOTICE.

ALL Persons applying to the PROVOST MARSHAL for Passes are requested in future to apply between the hours of 9 A.M. to 1 P.M. and 2 to 4 P.M. daily.
Hongkong, 16th February, 1915. [292

DOG FOUND.

A Black and White Wire-haired TERRIER.
Apply—
J. SMIRKE,
Peak Tramway.
Hongkong, 29th March, 1915. [443

TO LET.

THE GROUND FLOOR of No. 6, DES VŒUX ROAD CENTRAL, occupied by Madame Gains, etc.
Apply to—
DAVID SASSOON & Co., LTD.
Hongkong, 10th February, 1915. [272

TO LET.

OFFICES in ST. GEORGE'S BUILDING, Second Floor, Overlooking Harbour, immediate possession.
Apply to—
SHEWAN, TOMES & Co.
Hongkong, 3rd December, 1914. [39

HOUSES TO LET.

TO LET.

FURNISHED HOUSE, FOUR ROOMS, PEAK, 4 or 6 months, Rent $125.00.
Address— "BUNGALOW,"
Care of "Daily Press" Office.
Hongkong, 29th March, 1915. [441

TO LET.

A HOUSE at Observatory Villas, Kowloon.
Apply to—
ABRATOON V. APCAR & Co.
Hongkong, 16th March, 1915. [393

TO LET.

NO. 2, "ROSE TERRACE," Nathan Road, Kowloon.
No. 6, TORRES BUILDING, Kowloon.
Apply to—
SPANISH DOMINICAN PROCURATION.
Hongkong, 22nd March, 1915. [394

TO LET.

GODOWN, No. 94, Praya East.
Apply—
KWONG SANG HONG, LTD.,
No. 248, Des Vœux Road Central.
Hongkong, 19th February, 1915. [305

TO LET—AT THE PEAK.

NO. 2, STEWART TERRACE, Furnished and newly done up.
Apply— H. E. POLLOCK,
Prince's Building.
Hongkong, 20th January, 1915. [63

TO LET.

A HOUSE in Knutsford Terrace Kowloon.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st March, 1915. [45

TO LET.
From 1st March.

GODOWN, No. 6, Duddell Street.
Apply— A. B. AVASIA,
Care of E. PABANBY,
No. 1, Duddell Street.
Hongkong, 2nd February, 1915. [244

TO LET.

NO. 169, MAGAZINE GAP "HARFORD."
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 31st March, 1915. [54

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.
GODOWN, No. 9, Ice House Street.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st March, 1915. [35

TO LET.

FLATS in Nathan Road, Kowloon.
"PENYRHEW," Minden Row, Kowloon, 6-Roomed House with Tennis Court.
1 and 2, MINDEN VILLAS, Kowloon, 5-Roomed House with Tennis Court.
FOUR-ROOMED HOUSES in Humphreys Avenue, Gordon Terrace and Salisbury Avenue, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.
Hongkong, 4th March, 1915. [29

TO LET.

HOUSES in CLIFTON GARDENS, Conduit Road.
OFFICES, facing the Harbour between the Hongkong Club and Post Office.
1, HILL SIDE, 110, THE PEAK.
GODOWNS, New Praya, Kennedy Town.
GODOWNS, at Wanchai Road.
Apply, etc.,
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st March, 1915. 38

TO LET—FURNISHED.

BISHOP'S LODGE NORTH, No. 12, THE PEAK. From 1st May next.
For further particulars, apply to—
PALMER & TURNER,
Alexandra Buildings, 3rd Floor.
Hongkong, 30th January, 1915. [229

TO LET.

IN ALEXANDRA BUILDINGS, VERY CONVENIENT OFFICES and ROOMS. Including a Fine Commodious Suite.
Apply— SECRETARY,
A. S. WATSON & Co., LTD.
Hongkong, 23rd October, 1914. [36

TO LET.

"BISHOP'S LODGE SOUTH," No. 11, THE PEAK, Unfurnished, 5 Rooms.
3 ROOMS, suitable for Offices, 1st Floor Queen's Road Central.
"WEST WARD," Bonham Road.
"EGGESFORD," Nos. 124, THE PEAK Unfurnished (6 Rooms), from 1st May, 1915.
"MERION," No. 6, THE PEAK, Unfurnished (6 Rooms).
ROOMS in BEACONSFIELD on a three-monthly tenancy, and 55, ELGIN TERRACE.
No. 1, GOUGH HILL, No. 100, THE PEAK, Furnished or Unfurnished, from 1st April, 1915.
"ROGATE," Austin Road, Kowloon.
"EILANDONAN," No. 54, Mount Kellett Road. 5 Rooms, unfurnished.
No. 2, DES VŒUX VILLAS, 51, PEAK (Unfurnished).
ROOMS, suitable for Offices, on the First Floor of No. 3, Duddell Street.
No. 59, THE PEAK (5 CAMERON VILLAS).
Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 29th March, 1915. [43

INTIMATION

A. S. WATSON & CO., LTD.

ESTABLISHED 72 YEARS.

WINE & SPIRIT MERCHANTS.

WATSON'S E VERY OLD LIQUEUR SCOTCH WHISKY.

Our Celebrated E very old Liqueur Scotch Whisky is a blend of the best Pot Distilled Scotch Whiskies. It is of great age, very fine, and mellow. Its superior quality has established its reputation for over 30 years as THE LEADING SCOTCH WHISKY IN THE EAST.

THORNE'S No. 4, OLD VAT SCOTCH WHISKY.

As supplied to the House of Lords and House of Commons.

A. S. WATSON & CO., LIMITED,

WINE & SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS, HONGKONG.

[13

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 31ST, 1915.

JAPAN AND THE "OPEN DOOR" IN CHINA.

II.

NOTWITHSTANDING that the responsible statesmen of Japan emphatically assure the world that their demands contain no menace to China's independence, the view has been freely expressed in the Chinese papers of the North that China is threatened by Japan with the fate of Korea, or that Japan is aiming at establishing at least a Protectorate over China. This would seem an exaggerated view to take of Japan's present demands, but we cannot but recognise that it is one for which a good case may be made out. The very nature of the demands in themselves lend countenance to these fears. Suppose, for example, that China yielded to the demand that the police affairs in the important centres of the country shall be jointly administered by Chinese and Japanese, what would happen in the very likely event of Japan coming to the conclusion that it was impossible to create an efficient police organisation unless supreme control rested in her hands? Then let the reader ask himself a similar question concerning the Japanese demand that the Government of China shall employ influential Japanese as Advisers in political, financial and military affairs. Does anyone suppose that failure of her efforts to reorganise the affairs of China would be likely to induce Japan to withdraw in disgust when once these demands have been conceded to her? The situation irresistibly recalls the history of Japan's relations with Korea during the past ten years. Indeed, the points of similarity between the Protocol which forms the subject of the present negotiations in Peking and the Protocol signed by Japan and Korea in 1904 are in certain respects very striking. The Korean Protocol was concluded "for the purpose of maintaining a permanent and solid friendship between Japan and Korea, and firmly establishing peace in the Far East." Japan guaranteed, in a spirit of firm friendship, to ensure the safety and repose of the Imperial House of Korea; she also definitely guaranteed the independence and territorial integrity of the Empire; Japan also undertook to guard the country from aggression by a "third" power; and the Protocol further provided that no arrangement contrary to the principles of the Protocol should be made with a *third* Power without the mutual consent of Japan and Korea. In less than two years after Japan had thus guaranteed the independence of Korea she persuaded Korea to sign a treaty which gave to Japan the control and direction of the foreign affairs of that country, and by the year 1910 Korea had become formally annexed to Japan by another treaty and the Korean dynasty came to an abrupt end. In view of these historic facts it is not surprising that Japan's demands on China should have created misgivings in the minds not only of the Chinese but of foreign residents also as to the intentions which lay behind them. When, however, we consider the vastness of China and the spirit of nationality which at times so strongly asserts itself, to say nothing of the complicated questions which would arise out of the important interests of other Powers in China, it seems to us inconceivable that Japan can be contemplating so vast an extension of her sovereignty. The time, however, has certainly arrived when the Powers should clearly and emphatically re-state the policy by which their relations with China are in future to be guided. Are the Powers still resolved to maintain the independence and territorial integrity of China? Are they still unanimous in their adhesion to the policy of the Open Door and Equal Opportunity for the trade of all Nations? Count OKUMA, the Prime Minister of Japan, is reported to have publicly stated that *all* the Powers "appreciate Japan's attitude" and that "the United States Government especially expresses its entire approval of the demands." If that be so, it surely indicates an important change of policy on the part of the Powers, or a very imperfect appreciation of the scope and character of the Japanese *demarche*. Japan, as we have said, has assured the Powers that these demands contain nothing which interferes with the sovereignty of China, or with the rights and interests of other foreign nations. British merchants, however, place a different interpretation on some of the demands, as is plainly indicated by the many questions which are being asked in the House of Commons on the subject; by the announcement that the China Association has sent to the Government communications criticising the demands; and by the telegraphic news from London that "Far Eastern business men, who are hostile and apprehensive, are writing letters to the newspapers on the subject." Assurances have been publicly given recently by the British Foreign Office that British policy as regards China has undergone no change. The Hon. NEIL PRIMROSE, the Under Secretary of State for Foreign Affairs, has recently declared in the House of Commons that the Government is fully alive to the importance of British commercial interests in China and would do its utmost to secure them intact. That statement seemed to us to be a recognition of the contention that British interests are menaced by the demands, and we take the utterance to be a clear suggestion to Japan that at least some of her demands must be either entirely withdrawn or so modified as to accord with the general policy of the Foreign Powers interested in China. Yet, only a day or two ago, our correspondent in Peking informed us that the negotiators were discussing the demands affecting the Yangtsze Valley, a region which has been regarded hitherto—whether rightly or wrongly is perhaps a matter for argument—as in a very special sense a definite British "sphere of influence," because China, in 1898, gave to Great Britain a guarantee that no territory in this region would be alienated to another Power. The pledge was given in connection with the £16,000,000 Loan raised by China to pay the final instalment of the war indemnity to Japan. That pledge still stands, and though Mr. PRIMROSE has declared that Japan's railway schemes in the Yangtsze Valley do not conflict with this agreement, we imagine that this declaration does not extend to the demand that the Chinese Government shall not allow any mines to be exploited or any undertaking to be established which shall compete with the business of the Hanyehping Company when it becomes a joint Japanese and Chinese concern. This, surely, is a clear violation of that pledge to Britain. Equally manifest is it that many of the other demands we mentioned in the first section of this article, published yesterday, are utterly irreconcilable either with the policy of maintaining the independence and territorial integrity of China or with the security of the rights and interests of the subjects of other Powers in China guaranteed by Treaty or connoted by the Open Door and Equal Opportunity policy to which the Powers, Japan included, pledged themselves to the Government of the United States in 1899. We trust and believe that these demands will undergo considerable modification. The statement made in the House of Commons recently by the Under Secretary of State, though couched in the most guarded language of diplomacy, indicated clearly enough that the British Government takes a very serious view of the situation arising out of Japan's demands. Mr. PRIMROSE declared that if there was any reason to suppose that the Sino-Japanese negotiations could not be settled by diplomatic methods, and if there was a prospect of developments that might impair the independence and integrity of China, then no doubt consultations would take place to see how what is due to Japan could be secured without impairing the independence and integrity of China, which is one of the objects of the Anglo-Japanese Alliance. This striking statement joined to his assurance that the Government will do its utmost to secure that British commercial interests in China shall not be prejudiced by the results of the negotiations now proceeding between China and Japan is very satisfactory so far as it goes; but we shall feel more certain of the continued maintenance of peace in the Far East when we learn that Japan's demands have been so modified as to remove all suggestion of menace to the independence and integrity of China and all prejudice to the existing commercial rights and privileges of the other Powers in China.

A mail for Europe *vid* Siberia closes to-day at 10 a.m.

H.E. the Governor will inspect the whole battalion of the Special Police on April 8th.

At the Magistracy yesterday, an Indian was fined $7 for assaulting P. C. Reich and a further $7 for assaulting a Chinese.

Last week (24th inst.) the Shanghai Club celebrated its jubilee. A bust of King George was unveiled and Members were "At Home" to their lady friends on the occasion.

The Bishop of Victoria at 5.30 p.m. to-day gives the third of a series of Holy Week addresses in his private chapel at St. Paul's College. His subject to-day is "The Sinlessness of Christ."

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the hospitals:—

Li Kam Chuen $25

The weekly return of communicable disease for last week shows 3 cases of diphtheria, 5 of enteric fever and 3 of small-pox. The three small-pox cases and one of the diphtheria cases terminated fatally.

As will be seen from our advertisement columns, the meetings of the Hongkong and Whampoa Dock Co., Ltd. and the Hongkong Rope Manufacturing Co., Ltd. are to be held to-day. The former takes place at 11 a.m. and the latter at noon.

Twenty-two residents of German nationality have resigned their membership of the Hankow Club since the annual meeting was held, says a Tientsin paper. It is supposed that the non-election of a strong German contingent on the directorate and committees has prompted this step.

In a report on the trade of China for 1913, just issued, Mr. W. P. Ker, Commercial Attaché to H. M. Legation at Peking, referring to railways, says:—"If the present Government proves strong enough to secure the peace of the country and to assert its authority over the provinces, the next few years should witness a very remarkable development of the railway communications of China. Though foreign supervision is still necessary for the efficient working of Chinese railway administration, signs are not wanting that the Chinese are at last waking up to the supreme importance of providing adequate equipment for their railways, and that the provincial opposition to the nationalisation of railways and the employment of foreign capital and foreign engineers is weakening."

THE WAR.

ANOTHER EXAMPLE OF "KULTUR."

LINER TORPEDOED.

SUBMARINE'S CREW LAUGH AT THE DROWNING.

STORIES OF HEROISM AT SEA.

WAR AND THE DRINK EVIL.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

PASSENGER LINER SUNK BY SUBMARINE.

AN EXAMPLE OF "KULTUR."

CREW LAUGH AT DROWNING PASSENGERS.

LONDON, March 29th.

The outward bound West African mail liner *Falaba* of 4,800 tons, (belonging to the Elder Line) with 140 passengers and a crew of 120, has been sunk by a German submarine off Milford Haven.

A Lowestoft trawler rescued about 140 of the passengers and crew.

Survivors relate that the submarine circled the people in the water, the crew laughing at their struggles.

LATER.

The submarine suddenly appeared near the *Falaba* on Sunday afternoon, and whistled the liner to heave-to, but before the liner was able to do so a torpedo struck her in the engine-room. The boats were manned, but three were swamped, and the occupants thrown into the water. The Germans did not attempt to rescue the drowning passengers.

The trawler *Eileen Mary* arrived in time to pick up 137 from the sea and others in boats.

The skipper of the *Falaba*, Captain Davis, was removed from the water dead. The Chief Officer, who was rescued, had been in the water for two and a half hours. Two stewardesses were drowned, and an Army Lieutenant and a Corporal were picked up dead. Eight bodies were brought to Milford, and five wounded are in the Naval Hospital at Pembroke.

The *Falaba's* passenger-list included 95 first-class and 55 second, including 51 for Lagos, 10 for Foucados, two for Bonny, six for Calabar, 26 for Duala, four for Sierra Leone, 37 for Secondee, and eight for Accra. The passengers for Lagos included six ladies, some doctors in the Nigerian Medical Service, and a number of West African Government officials.

LONDON, March 30th.

3.25 a.m.

Pathetic scenes were witnessed at Paddington on the arrival of the survivors of the *Falaba*.

A Medical Corps Sergeant, interviewed, said that the last boat had been swung out, and the passengers had just taken their seats, when the submarine, which was but 50 yards distant, fired. He saw the torpedo coming. It passed beneath the boat, and struck the ship. The davits snapped, and the boat fell. The Sergeant swam for half an hour before he was picked up. There was no panic. Four boats were launched successfully. Two were smashed, and two overturned. "It was the largest submarine I ever saw," he said, "and displayed no number."

The quartermaster of the *Falaba* said that the liner was struck amidships and turned over and sank in four minutes. There were eight women aboard. Two refused to leave, and were drowned.

The sergeant and the quartermaster said that the submarine was in the middle of the drowning people, and that the crew "laughed like blazes."

Another account of the affair says that the commander of the submarine said he would give the crew ten minutes to launch the boats, but before they could be lowered a torpedo struck a vital spot. Terrible scenes ensued. Some of the boats were smashed, and others were swamped. The *Falaba* sank rapidly, and people were thrown into the sea.

This account confirms that the Germans laughed at the drowning Britons.

The skipper of the trawler had previously sighted the submarine, and its fortuitous presence enabled it to start the rescue promptly. The survivors suffered greatly from the cold.

The *Falaba* went at full speed, and the chase lasted for half an hour. The latest list gives the number saved as 145.

CONFIRMATION BY PRESS BUREAU.

The Official Press Bureau confirms the sinking of the *Falaba*. She foundered in ten minutes. Of the passengers and crew, totalling about 250, about 140 have been saved. It is feared that many were killed by the explosion of the torpedo.

ANOTHER BRITISH STEAMER SUBMARINED.

LONDON, March 30th.

A submarine sank the Liverpool steamer *Aguila* off Pembrokeshire. Twenty of the crew were landed at Fishguard, and about a score were drowned.

The Press Bureau confirms the torpedoing and sinking of the steamer *Aguila*, and adds that three passengers and 23 of the crew are missing. The Captain and nineteen of the crew were saved.

THE EXPERIENCES OF THE "VOSGES."

LONDON, March 29th.

The Captain of the *Vosges* (whose destruction by a German submarine was reported yesterday) said in an interview that five passengers volunteered and, stripped to the waist, assisted the stokers during the shelling. The *Vosges* tried to ram the submarine, but was unsuccessful, and fired rockets continually for help. Three boats were destroyed by a shell which also carried off the British ensign, but this was quickly replaced.

The steward attended to the wounded.

After the submarine had disappeared the *Vosges* continued at full speed for an hour, with the pumps working. She was then met by the patrol boat, which took them in tow. Shortly after the *Vosges* sank, and all took to the remaining boats in the most orderly manner.

The crew rowed to the patrol boat singing "Tipperary."

CAPTAIN'S HEROISM.

TO SAVE CARGO OF GRAIN.

LONDON, March 29th.

The details in connection with the torpedoing of the *Bluejacket* on the 18th inst. reveal heroism. After the crew took to the boats, and though the *Bluejacket* was listing heavily, the Captain boarded the vessel alone, inspected the damage and decided to attempt to navigate. Half of the crew refused to return, but the others brought the ship, despite a gale and a heavy sea, to Southampton and so saved 3,500 tons of grain.

[THROUGH REUTER'S AGENCY.]

DUTCH STEAMER SUNK.

LONDON, March 30th.

The Press Bureau announces that the Dutch steamer *Amstel*, bound from Rotterdam to Goole, has been sunk by a German mine. An English trawler saved the crew.

ANOTHER ATTEMPT TO RAM A SUBMARINE.

LONDON, March 29th.

A Rotterdam message states that a German submarine got a surprise in the North Sea yesterday. She was lying eight miles from Maas lightship, flying the signal "heave to," when the Great Eastern cargo boat *City of Brussels* appeared. Captain Wyatt ignored the order, and shouted down to the engine room, "Push her all you can; submarine ahead." The submarine started to cross the bows of the vessels, but was fired upon and began to submerge. Captain Wyatt then shouted, "Put the helm over; I think I can get the blighter." The *City of Brussels* crossed the spot where the submarine was, but there is no evidence that the submarine was sunk, although a stoker declares that he felt a bump.

BOMBARDMENT OF THE BOSPHORUS.

PROVES RUSSIAN MASTERY OF THE BLACK SEA.

LONDON, March 30th.

A telegram from Petrograd says that the news of the bombardment of the forts at the Bosphorus has aroused great enthusiasm in Russia. The newspapers say that this proves Russia's undisputed mastery of the Black Sea, and the intimate and successful co-ordination of all the movements of the Allies.

RUSSIA'S INCREASED NAVAL STRENGTH.

IMPORTANT ADDITIONS IN THE BALTIC SEA.

LONDON, March 29th.

A Petrograd message states that it is announced that the Russian Fleet in the Baltic has been reinforced with modern fighting units, which affords additional strength to the Russian coast towns. This statement has an important bearing upon the whole naval question, since Russia laid down four Dreadnoughts in 1909 and four super-Dreadnoughts, with nine 14-inch guns, in 1912.

THE INEVITABLE SEA BATTLE.

GERMANY LOOKING FOR NAVAL BASES.

LONDON, March 29th.

A Paris message states that M. Pichon writes that Germany is deliberately provoking the Netherlands, and he suggests that the object is the obtaining of more suitable naval bases with a view to an eventual battle between the British and German fleets, which, sooner or later, is inevitable.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

A VIOLENT ENGAGEMENT.

LONDON, March 29th.
4.45 p.m.

A Paris *communiqué* states:—We blew up with a mine a German observation post at Ypres.

The enemy tried to retake the trenches at Les Eparges which they lost on the 27th inst., but after a violent engagement our gain was entirely maintained.

The enemy set foot on some parts of their old trenches.

We have made progress at other points.

NIEUPORT AGAIN BOMBARDED.

PARIS, March 30th.

The evening *communiqué* says the enemy bombarded Nieuport. There has been an artillery action at Beausejour, in Champagne; and there has been much activity, chiefly bomb-throwing, at Bagatelle in Argonne.

[THROUGH REUTER'S AGENCY.]

VON KLUCK WOUNDED.

LONDON, March 29th.

An Amsterdam message states that a Berlin official *communiqué* announces that the western front is comparatively quiet.

General von Kluck was slightly wounded with shrapnel while inspecting the advanced positions in Argonne.

CASUALTIES.

LONDON, March 29th.

The following further list has been issued:—

Killed: C. N. Andrews; C. Odling; F. Schroder; G. H. Wyndham.

Wounded: E. Kortland; T. Nuget; W. Ockleston; A. W. Pagan; C. G. Phillips (Lancasters); H. R. Russell; D. Sheridan; H. M. Worsley.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

GERMAN COUNTER-OFFENSIVE CHECKED.

PETROGRAD, March 29th.

To-day's communiqué says:—

The German counter-offensive, west of the Niemen, has been everywhere checked.

A German battalion which crossed a frozen lake with the object of getting at our rear was attacked with the bayonet and annihilated.

Persistent Austrian attacks in the Carpathians, between Bartfeld and Gorpitze, were repulsed. The Russians advanced in the direction of Baligrod.

RUSSIANS REPULSE TURKS.

A Petrograd *communiqué* announces that the Russians repulsed the Turks in the region of Ardvin, on the left bank of the Chorokh.

GENERAL.

[THROUGH REUTER'S AGENCY.]

EXCESSIVE DRINKING AMONG BRITISH WORKMEN.

SERIOUSLY INTERFERING WITH OUTPUT OF MUNITIONS.

LONDON, March 30th.

The Rt. Hon. Mr. Lloyd George received a deputation of the Shipbuilding Employers Federation who, after mentioning that none of them were teetotallers, urged the total closing of public-houses and clubs in the areas where munitions are produced. They declared that excessive drinking was seriously interfering with the output of munitions.

Mr. Lloyd George said he had had an audience of the King that morning. His Majesty was deeply concerned about the question. Mr. Lloyd George said he was convinced that the country was beginning to realise the gravity of the position arising from drink facilities, and that the feeling was growing that only root-and-branch methods would be of the slightest avail. The success of the war was now purely a question of munitions. This was the conviction of Lord Kitchener as well as of Sir John French. The representations of the deputation would carry great weight with the Cabinet in making a final decision on the matter.

GERMANY AND RUMANIA.

NO GERMAN TROOPS TO TRAVERSE RUMANIA.

LONDON, March 29th.

Reuter's Agency learns that Germany has recently put strong pressure on Rumania to allow a German army corps to traverse Rumania, in order to reach Turkey. Rumania refused to permit it.

LATEST MARKET PRICES.

LONDON, March 29th.

The latest market quotations are as follows:—Copper, 68s. 0d.; linseed oils, 48s.; sellers 53s. 9d.; value Indian wheats not offered; afloat 2,615,000; Rosafe, 60s. paid; hemp sellers; tin, £174 6s.; iron 68s. 6d.; linseed 52s. 6d., March, April paid, sellers; afloat 315,000; oil, 31s., buyers; tea to-day 38,500 Ceylon; 18,800 Java; 3,700 irregular and common rather easier, better grades steady. Rubber, 2s. 4d.; Ceylon coconut oils, 46s., 45s. 9d., and 49s.; copra, 28s. 9d. buyers; coconut 39s. 3d.

[THROUGH REUTER'S AGENCY.]

AN INDIAN ADMINISTRATIVE QUESTION.

LONDON, March 30th.

The *Times*, in a leading article, strongly criticises a condemnation of the action of the House of Lords by Lord Hardinge, the Viceroy of India. The whole hubbub, it says, has arisen because the House of Lords exercised a certain veto which was specially conferred on each House of Parliament by the present Government. The House exercised it because it was discovered that a powerful section of the Viceroy's own colleagues, and an influential faction in the Province concerned, were opposed to the measure. If the veto was to be a sham why did the Government create it?

The *Times* also takes exception to Lord Crewe' dark and mysterious threats regarding what he proposes to do to have his way.

[This is apparently a sequel to the debate on the proposal to veto a draft proclamation creating an Executive Council for the United Provinces. A lengthy telegraphic summary of the debate was published in our Monday's issue.]

[FROM MANILA PAPERS.]

BATTLESHIP TAKES U.S. CURRENCY TO PROGRESSO.

WASHINGTON, March 23th.

Secretary Daniels has dispatched the batteship *Georgia* to Progresso (Mexico) with currency to pay for hemp and sisal purchases made by American buyers. The *Georgia* will also relieve the collier *Brutus*, which has been in this port for the purpose of protecting foreign interests.

IMPORTANT CONCESSIONS TO JAPAN.

PEKING, March 24th.

Important progress was made last evening at the bedside conference held at the Japanese Legation, which the Chinese Minister of Foreign Affairs graciously consented to attend owing to the bed-ridden condition of Mr. Hioki, the Japanese Minister.

Five articles in the demands of Japan with regard to Manchuria were initialled, China agreeing.

1.—To appoint Japanese advisers and instructors in the political, financial, military and police departments.—It appears that the question of the number of appointments or the powers of the nominees were not stipulated, so that the significance of the concession depends entirely on its future interpretation.

2.—China gives Japanese the preference in making loans for railway construction.

3.—China gives Japanese the option to supply the foreign capital borrowed for provincial purposes involving the pledge of local taxes.

4.—China agrees to transfer the control of the Kirin-Changchun Railway.

5.—Both parties agree to the Chinese counter-proposal that the existing treaties between China and Japan relative to Manchuria not affected by the present agreement shall remain in force.—This provision is interesting owing to the fact that portions of the treaties of 1905 and 1909 thus confirmed constitute recognition by Japan of China's sovereign position in Manchuria.

In the circumstances that Mr. Hioki was sitting up in bed to conduct the conference it was unusually friendly and the Japanese have every reason to be satisfied with the progress of the negotiations. Meanwhile the advent of Japanese troops in large force in Shantung and Manchuria and the prospect of further landings in Tientsin and Hankow is causing deep apprehension among the Chinese and grave dissatisfaction among foreigners.—*N.-C. Daily News.*

CHINESE BELIEF IN BRITISH ASSISTANCE.

PEKING, March 20th.

Several Chinese papers comment on the questions asked in the House of Commons about the negotiations and about British interests in China, and the papers are of opinion that the British Government is now paying more attention to affairs in the Far East and that it seems probable that Great Britain will assist China in preserving her national independence and integrity, "and will not allow Japan to swallow up this young Republic politically and economically at this selected moment when the Powers are otherwise engaged in Europe."

The *Yahsiya* and other journals also take an optimistic view of the recent conferences held between the Tokyo Government and the Ambassadors of the Entente Powers in Tokyo relating to the present negotiating between China and Japan, and hope sincerely that Japan will no press undue demands.

The papers add that China is now a Republic and President Yuan is not empowered to give away concessions to any foreign Power or Powers which affect her national rights as an independent country or injure the interests of other Powers within her territory.—Chinese Correspondent of the *N.-C. Daily News.*

AMERICA AND JAPAN'S DEMANDS ON CHINA.

WASHINGTON, March 26th.

The officially inspired newspapers in Tokio, commenting editorially on the negotiations between the United States and Japan regarding the Chinese question, declare that they are confident that the Washington Government will be satisfied with the explanation made by Japan. Secretary Bryan still declines to make public Japan's reply.—*Manila Cableneus.*

THE FAR EASTERN OLYMPIC GAMES.

DETAILS OF MEETING TO BE HELD IN MAY.

A WONDERFUL GATHERING OF ATHLETES.

The forthcoming Far Eastern Championship games, says the *N.-C. Daily News*, promise to be on a much more extensive scale even than was at first anticipated. They are to be held at the Honghew Park, Shanghai, from Saturday, May 15th, to May 22nd and the arrangements are being pushed forward as rapidly as possible.

Even at this stage, it is possible to form a good idea of the manner in which the various events will be competed for, and everything points to a most successful and profitable meeting. The tracks are in course of construction, and among the principal will be the quarter-mile cinder track, which is being built according to the most modern plan. It will measure 12 ft. from the inside curve, with a bank of 2 ft. on the outside, thus enabling the competitors in the running and cycling events to get all the speed of which they are capable.

The baseball events will doubtless be amongst the most popular features of the programme. The American Baseball Association are behind this branch, and a number of prominent players from different parts of the world are expected to be present.

In addition to a baseball team, Japan is sending four of its best lawn tennis players, including Kumagae, the national champion. This will be his first visit to China, and although he has always played on hard courts, it is expected that plenty of practice before the tennis events will overcome any little handicap which might arise through the change from hard to grass courts. Osaka is sending two long distance running men, and also their best athletes to compete in the Marathon and the mile race. Swimmers will come from Nagasaki.

FROM ALL OVER CHINA.

A very pleasing feature of the gathering is the immense interest shown by the Chinese youths. North China will supply a great many sprinters and jumpers, men at the weights, and also a basketball team. South China is sending swimmers, a volley-ball team, cyclists and a number of runners, but it has not yet been decided who will supply the football teams. A general opinion prevails that the best men are in Hongkong, but the recent success of the Nanyang team in winning the local city Championship puts them also in the running. There will, therefore, be a test match between North China, the best that can be obtained in Shanghai, and South China, and the best of these three teams will be chosen to represent China in the open football games. It is the idea of the committee to get the best representative team available.

Dr. Edward Kan, of St. Luke's Hospital, is captain of the baseball team, who will play in the Far Eastern series, but will withdraw in favour of the Honolulu team, who will represent China in the open series. This series will attract teams representative of China, Japan, the Philippine Islands, an all-American navy team and a Shanghai team. From the Phillippines upwards of seventy-five competitors will attend the Shanghai meeting. They are due to arrive on a special steamer, and the men will enter for all the team games, as well as the track and field sports and swimming. Their baseball team has, we understand, been selected with great care, and as they beat Japan so easily in February they are confident of winning the Championship of the East.

BASEBALL GIRLS

One feature of baseball that will please the baseball public in Shanghai is the fact that two teams of girls, about 14 and 15 years of age are coming from the Philippines and will give exhibitions of the indoor baseball game. The game is one that is played in all the schools in the Philippine Islands and the girls have such unusual abilities that Dr. Wu Tingfang, President of the Far Eastern Committee, when he was in Manila, asked the Director of Education to permit the girls to come to Shanghai and demonstrate this healthy sport, and it is hoped that their presence will serve as a great lesson to the young women of China.

In addition to the Filipino competitors, the Columbia Athletic Club, attached to Bishop Brent's church, is sending a team of five swimmers, the backbone of which is W. W. Harris, a man who has never yet been beaten in the East. They hope to have a game with the local swimming club in an interport match, and later in the week to take part in the open international swimming events. With regard to the venue of the swimming events, we understand that arrangements are being made to utilize the large pond in Hongkew Park. In many places the water is 7 ft. deep, and with a little dredging it is thought the necessary space will be procured.

BOY SCOUT COMPETITIONS.

Probably one of the most interesting days will be Wednesday, May 19th. On that day a big Boy Scout rally will take place, when over 250 Chinese Boy Scouts will be present to take part in the programme. All the foreign Boy Scouts will be invited as guests but not as competitors.

Mr. St. Loe Strachey, High Sheriff of Surrey, has interested himself in the giving of badges to men who have offered themselves as recruits but have been rejected as medically unfit. Already he has presented over 1,000 medals bearing the words of Deborah, "When the people willingly offered themselves," followed by "Surrey, 1914."

Fines amounting to £210, with £105 costs, were imposed at Liverpool last month on David and Salis Gabrielsen, trading as D. Gabrielsen & Co., importers, who were summoned for attempting to trade with the enemy. The cases related to letters written on August 5th and 13th, and September 10th, to firms in Germany for whom the defendants were agents in England.

The Danger Zone

Those whose diet is deficient in body-building powers are living in the danger zone.
Unless you nourish the body, the body will fail as surely as an army cut off from its base of supply.

Bovril

just makes all the difference between your being nourished and your not being nourished by your food.

Bovril is the one unique food the body-building powers of which have been proved by independent scientific investigation to be from 10 to 20 times the amount taken.

This explains why both at home and in the fighting line

It must be Bovril

BOVRIL IS BRITISH TO THE BACKBONE.

S.H.B. 451-2

Valuable alike for the **Invalid and Robust**

The 'Allenburys' Diet is recommended for general use in place of ordinary milk foods, gruel, etc., and is particularly adapted to the needs of Dyspeptics, Invalids, and the Aged. Being largely predigested it is easy of assimilation. A cup of the 'Allenburys' Diet is useful in the forenoon, between meals.

The 'Allenburys' Diet may be taken with advantage, on going to bed, in the place of stimulants. Being easily digested it promotes tranquil and refreshing sleep, free from the depressing reaction in the morning, which often follows the taking of spirits.

For those who cannot readily digest milk the 'Allenburys' Diet is a welcome substitute, as it does not cause indigestion and flatulence.

A Complete Milk and Farinaceous Food, Easy of Digestion, Most Agreeable to Take, Simply and Quickly made by adding boiling water only

The 'Allenburys' Diet is a Food for Adults and is quite distinct from the well-known 'Allenburys' Foods for Infants.

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CS. 246-d-2

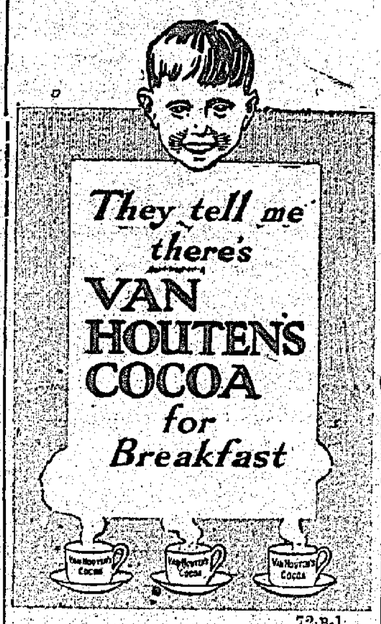
OREGON PINE.

BORNEO HARDWOOD

IN SAWN PLANKS, LOGS AND FLOORINGS.

THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.

Hongkong, 27th June, 1914 134



72-B-1

Cutler Palmer & Co
The Wine Merchants of the East

NAPIER JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.
164

KEATINGS POWDER

IT SOMETIMES HAPPENS
Mother! Mother! Mother!
Sprinkle Keating's over me
For I've been on a street car
And caught a hungry flea.
KILLS BUGS
& ALL INSECTS.
293

Over 80 years ago the late Lord Beaconsfield testified to the benefits he received from HIMROD'S CURE, and every post brings similar letters to-day.
HIMROD'S CURE for ASTHMA
FAMED FOR 40 YEARS.
Sold in tins by all Chemists and Stores throughout the Country.
Beware of Imitations.
81-1

356-1

WEATHER REPORT.

On the 30th at 11.35 a.m.—Pressure has given way quickly over eastern Japan, and slightly over S. Manchuria and N. China; it has risen elsewhere, especially over S. Japan and the Loochoos. The anti-cyclone has moved eastwards and is now central in the neighbourhood of Shanghai. A depression is situated to the east of Hakodate.

Moderate monsoon will continue over the northern part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.04 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District.	Forecast
* Hongkong & Neighbourhood	
Formosa Channel	N.E. winds, strong; moderating.
South coast of China between Hongkong and Lamocks.	The same as No. 1.
South coast of China between Hongkong and Hainan...	The same as No. 1.

* E. winds, fresh to moderate; fair to cloudy.

CHINA COAST METEOROLOGICAL REGISTER.

30th March, 1915, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladvostock ...	7 a.	30.02	20	—	—	0	b.
Nemuro	6 a.	29.69	—	—	NE	3	—
Hakodate	„	29.73	—	—	NNW	6	—
Tokio	„	29.79	—	—	NW	5	—
Kochi	„	30.13	—	—	WSW	1	—
Nagasaki	„	30.21	—	—	—	0	—
Kagoshima ...	„	30.21	—	—	NW	1	—
Oshima	„	30.20	—	—	N	4	—
Naha	„	30.21	—	—	NE	1	—
Ishi'jima	„	30.19	—	—	N	2	—
Bonin Is.	„	29.99	—	—	WSW	4	—
Chefoo	„	—	—	—	—	—	—
Weihaiwei ...	„	30.22	35	60	SW	4	b
Hankow	„	—	—	—	—	—	—
Ichang	„	—	—	—	—	—	—
Kiukiang	„	—	—	—	—	—	—
Changsha	„	—	—	—	—	—	—
Shanghai	„	30.34	34	—	E	1	bm
Gutslaff	„	30.33	41	—	ENE	2	bv
Sharp Peak ...	7 a.	30.38	75	—	N	4	b
Amoy	6 a.	30.16	55	76	ENE	2	o
Swatow	„	30.14	56	74	ENE	3	o
Taihoku	5 a.	30.17	57	69	E	8	b
Taichu	„	30 08	57	89	—	0	b
Tainan	„	30.07	57	—	N	2	o
Koshun	„	30.07	64	—	NE	5	o
Pescadores ...	„	30.10	61	—	ENE	7	b
Canton	6 a.	30.09	62	82	SE	2	o
Hongkong ...	„	30.10	62	76	E	5	o
Gap Rock	„	30.07	—	—	E	6	o
Macao	„	30.00	59	85	ESE	2	b
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	„	—	—	—	—	—	—
Pakhoi	„	—	—	—	—	—	—
Phulien	6 a.	30.00	68	100	ESE	6	of
Tourane.....	„	29.97	72	—	NW	2	o
Cape St. James	„	29.88	79	—	ENE	6	o
Aparri	„	29.99	75	91	ENE	4	o
Dagupan	„	29.89	76	88	SE	1	o
Manila	„	29.93	75	88	SE	1	o
Legaspi	„	29.93	81	92	NNE	1	o
Tacloban	„	29.92	77	92	WNW	2	o
Iloilo	„	29.89	77	86	N	4	r
Surigao	„	29.89	84	92	—	0	—
Labuan	„	—	—	—	—	—	—

C. W. Jeffries, *Director.*

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

6 State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, lightning, o overcast, p passing showers, q squall, r rain, s snow, t thunder, v visibility, w dew (wet).

7 Rain in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, March 30th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	30.11	30.15	30.15
Temperature	68	62	65
Humidity.....	91	76	62
Wind Direction ..	East	East	East
„ Force	2	5	4
Weather	o	o	o
Rain	—	0.04	—

Highest open air Temperature on 29th .. 72

Lowest open air Temperature on 29th .. 54

HONGKONG TIDE TABLE.

From 31st March to 6th April, 1915.

Days of Week	Days of Month	High Water H'kong. Mean Time	High Water Height	Low Water H'kong. Mean Time	Low Water Height
		h. m.	ft. in.	h. m.	ft. in.
Wed.	31	m 8 48	6 0	m 3 6	1 5
	April	9 26 a	6 6	3 8 a	1 4
Thurs.	1	m 9 17	6 4	m 3 37	1 8
		10 10 a	6 2	3 56 a	1 0
Fri.	2	m 9 50	6 8	m 4 7	2 2
		11 16 a	5 6	4 48 a	0 8
Satur.	3	m 10 23	7 1	m 4 35	2 7
				5 45 a	0 8
Sun.	4	m 0 25	4 8	m 5 0	3 1
		m 11 11	7 1	6 49 a	1 0
Mon.	5	m 1 54	4 8	m 5 20	3 5
		0 0 a	6 9	8 6 a	1 2
Tues.	6	m 3 36	4 0	m 5 36	3 8
		0 59 a	6 11	9 36 a	1 3

VIENNA AN EMPTY SHELL.

DOMINATION OF THE MAGYAR.

(BY A NEUTRAL OBSERVER IN "THE TIMES.")

If the Austrians have a very poor opinion of their officers, it must be admitted that the rank and file are their pride. In walking down a side street, near the Ringstrasse, I came upon a battalion that was leaving for the front. Every window along both sides of the street was lined with smiling women's faces, whilst a flutter of white handkerchiefs and loud applause greeted the soldiers as they passed. They marched by, led by a band playing inspiriting martial tunes, followed by a company of ski runners, with their long ski over one shoulder, a rifle slung over the other, knapsacks laden to bursting, so poorly balanced that the men seemed scarcely able to bear the load they were carrying. The remainder of the battalion presented a better appearance, though their light grey great-coats were wrinkled badly at the belt, and were chopped off unevenly at the bottom without being hemmed, which made the men appear slovenly, though their whole equipment was new. In physique they were up to the average, yet their faces were sallow and thin. They passed by, uninterested in the ovation they were receiving. Many wore on their caps a small band of white cloth which indicates that they had already served in the campaign and had been invalided home, wounded or otherwise disabled.

This is one of the anomalies of the Austrian system, for a common soldier is obliged to return to the front in the briefest possible time, sufficient periods of convalescence, in many cases, not being allowed, whereas an officer, with the flimsiest excuse, can secure eight weeks' sick leave.

FEW CASUALTIES AMONG NOBILITY.

The Austrian casualty lists are instructive reading as showing the attitude of the ruling classes toward the war. A well-known name is scarcely ever to be found there. Among the nobility there have been practically no casualties. It is true that the bulk of active and reserve officers in Austria-Hungary are drawn from the middle and lower-middle-classes.

With regard to the troops, in so far as I was able to discover, most of them seemed enthusiastic about the war, especially the Tyrolese, who have fought with exceptional bravery. As someone facetiously remarked to me:—"If we had General Joffre as our commander, we should now be in the heart of Little Russia."

Of all the Austrian generals, the only one who appears to receive more than passing praise is General Conrad von Hötzendorf, the Chief of General Staff. In the shop windows of Vienna General von Hindenburg and other German commanders figure more prominently than the Austrian military leaders. Whenever I met with German officers and soldiers in Austria I noticed that they were the subject of particular respect and attention. In a tramcar I saw a man get up and give his seat to a German officer.

The general impression I gathered in Vienna was that the people—that is, the few who gave the matter particular attention—were anxious to have the war over as soon as possible, though none ventured any opinion as to how long it might last, and I found little or no speculation as regards results. I was strongly impressed with the fact that to the Viennese the war is in a great measure a day to day episode, which unfolds itself much as a part of their lives, and to which they have become accustomed and reconciled.

All external forms of political life in Vienna seem to have ceased; all parties have become interested spectators, rather than participators in the struggle, each looking for the opportunity to advance its own interests. The Ministerial and official changes, which are constantly taking place, merely prove that political intrigues continue; the new appointments, as a rule, have no wider significance.

ALERTNESS OF THE JEWS.

The one element in Vienna which seems the most alive to the real situation in the Empire are the Jews. Neither Pole, German, nor Slav represents the state of mind of the Austrians of to-day half as well as does the Jew. For in this land of many peoples the Jew has retained his racial traditions even more strongly than his religious zeal. Supple, wide-awake, intelligent, dealing with a race of "grands seigneurs," he strives for all parties, but above all for himself, and is ever willing to compromise if he sees a chance of a good bargain. This is the true attitude of the Viennese towards the war.

Nothing could more clearly substantiate this than the Viennese point of view with regard to Italy. When I was in the city the question of surrendering the Trentino to the Italians was being discussed:—"We do not so much mind losing these provinces, but Italy, if she wants them, must pay, or give something in return," was remarked to me by a well-informed person.

When I suggested that Italy would refrain from attacking Austria, this seemed no satisfactory answer. "We must make a good bargain, and are very willing to compromise; but mere promises are not sufficient. If Italy wishes for the provinces, she must pay for them in something more substantial," he concluded.

POLICY OF BARTER AND EXCHANGE.

That Austria would have to bear the brunt of an Italian invasion, which might mean the disruption of the Empire, seemed of less importance than that the bargain, from the Austrian standpoint, was undesirable. The whole policy of the Dual Monarchy seems to be based on this principle of barter and exchange, bargains and compromises.

The feeling of irresponsibility that pervades all classes of society in Vienna and impresses the visitor more than any other circumstance led me to try to ascertain its causes on other grounds than of the "light-mindedness" of which the Viennese themselves are so proud. My investigation led me to the conclusion that the war was not made in Vienna, nor was the famous ultimatum to Serbia composed there. In fact, I found no Austrian holding an important post who seemed capable of doing the work which had precipitated the crisis.

The figure of the Emperor Francis Joseph has faded from the stage, though the dynastic principle of his house lives on apparently undisturbed. I spoke to several persons who had seen his Majesty recently. I was told that, apart from the fact that he had grown very thin, he was in remarkably good health and still attended to affairs of State to a limited extent.

The truth of the matter is that Vienna is an empty shell. While military matters are largely under the control of Berlin, the Hapsburg capital is dominated—*in absentia*—by an alien people, different in spirit, customs, and traditions—the Magyars.

ROMANCE OF HEROISM.

BATTLEFIELD BRAVERY OF WELSH BARONET'S SON.

A romantic story of heroism and devotion to duty was only partially revealed in a recent issue of the *London Gazette*, which recorded the granting of a D.S.O. to Second Lieutenant Osmond Williams, 2nd Dragoons, Royal Scots Greys, "for general gallant service near Messines in ascertaining under fire the progress of night operations, and especially on the night of October 31st for leading the 12th Lancers to a position for counter-attack, in which he took part, accounting for eleven of the enemy himself."

The full story is that of a young fellow of wealth, a splendid horseman, a keen soldier who did excellent service in South Africa, who was on the staff of the cavalry brigadier when he met with a fearful smash while hunting and had to leave the army, who enlisted as a private when the war broke out, and who was promoted on the field and received the Distinguished Service Order for bravery.

The full story is related in the Eton College *Chronicle* by the head master, who, in turn, received it from an "old Harrovian." The name is not given there, but the facts are as follow:

Second-Lieutenant Osmond Williams is the son and heir of Sir Arthur Osmond Williams, Bart., J.P., D.L., Lord Lieut. of Merionethshire, and Constable of Harlech Castle in 1909.

He was at Eton when the Boer War broke out, but later, being a splendid horseman, having followed the hounds from his youth up, he obtained a commission in the 10th Hussars and did excellent service with his regiment in South Africa.

COMMANDED THE SCOUTS.

Returning home, he commanded the Scouts of his brigade at the Curragh, and served on the staff of the cavalry brigadier, whilst later, to qualify for his work, he spent some months attached to the German Red Hussars at Potsdam, before joining the British Cavalry College, from which he was passed out first by that great scoutmaster, "B.P." himself.

Then came the catastrophe—a fearful smash, concussion of the brain, and a dangerous illness.

When he had barely recovered he went into training for the military boxing competition, with the result that he got a blow on the old wound on the head, and had a relapse, which kept him in bed a full year. When convalescent, he was reported to be quite unfit for further service, and even not sufficiently sound for the reserve.

To his intense grief he had to leave the army and give up a career which hitherto had been full of interest and promise. As the experts pronounced that the only hope of recovery might be in a long rest and an open-air life the sufferer went off to the Andes and, as things improved, shot, travelled, and explored, covering a great part of South America during the succeeding years. Thanks to a splendid constitution, he gradually recovered until he was completely cured.

He returned home, and in 1912 was married to Lady Gladys Finch-Hutton, daughter of the Earl of Winchilsea and Nottingham. He settled down to pleasant country life.

ANXIOUS TO GET TO THE FRONT.

Then came the war. The ex-Lieutenant might have obtained a commission in the Yeomanry of his county, but wild to get to the front he betook himself to his friend and former squadron leader in his old regiment, who was now brigadier. There he enlisted in the 2nd Dragoons (Royal Scots Greys), rejoining in August last as full private the army in which, but for his smash, he might by that time have been major of his old regiment. The Dragoons were in his friend's brigade in France, and the general, knowing his man, made him his orderly, so that he carried his brigadier's flag all through the retreat from Mons.

The rest is told in the pages of the *London Gazette*. He was made corporal and then second-lieutenant for service in the field, and then was given the D.S.O.

COST OF BRITISH WAR PENSIONS.

ACTUARIAL ESTIMATE OF £346,000,000.

Mr. G. N. Barnes, M.P., speaking at the Browning Settlement, Walworth-road, London, last month, referred to the cost to the country of the war pensions and allowances as outlined in the report of the Select Committee (of which he was a member) presented to Parliament.

On the previous Monday, he said actuari estimates were submitted to the Committee, and according to these the cost, extending over the whole period, would be £346,000,000. That sum corresponded to a figure in the White Paper of last November standing at £202,000,000, so that the recent agitation had been a very costly one for the country. Comparing the maximum yearly expenditure—the first year after the war—the figures were £8,240,000, in the November White Paper, as against £13,310,000 in the scheme just submitted.

In adding the £5,000,000 he believed the Committee were simply expressing the wish of the nation as a whole. Moreover, he did not think there would be any loss from the economic point of view, for, as with the Old Age Pensions, trade was increased, and everyone benefited from top to bottom.

LATEST STEAMER MOVEMENT.

The E. & A. str. *Eastern* left Sydney for this port on the 29th March, and may be expected to arrive here on or about the 18th April.

THE HEART OF BELGIUM.

THE WHISPERED "WHEN?"

The following article concludes a series which has appeared in *The Times* describing the state of Belgium in the grip of Germany and the measures taken by American helpers and by the Belgians themselves to mitigate the lot of the stricken people.

(FROM AN AMERICAN CORRESPONDENT.)

When? When will the Allies come? The eyes of every Belgian seemed to ask as they lighted with the recognition of something in my countenance, manner, or dress which characterized my race.

I came to think of the whole nation breathing this word as the last at night and the first in the morning. I heard it when I went into a shop to ask for a cigar; at the Cathedral door from a woman who was going to pray; from the flower-woman in front of the Hôtel de Ville in Brussels; from a waiter who bent close to my ear as he kept a look-out that no German should overhear him; from people leaving the bread-line with their daily rations. Usually it was whispered. The habit of whispering grows on a people under the martial rule of a conqueror. All one could answer was, "Patience! England is making a big Army. The French Army gets better every day. Spring is coming!"

The victory of the Allies means not only the return of freedom to the Belgians, but of the means of earning a living. Conditions for the Belgian people at home must continue to grow worse until the German evacuation. Every month will see more idleness; every month will see more families forced to ask for their bread in charity because their savings are exhausted.

On that happy day when the Allies raise the Belgian flag again over Antwerp Belgium will ask no further aid. Her credit is such with the world that it will buy supplies until her factories, once more running, send forth their products into the world's markets to readjust her trade balance. Then her own relief committees or her own Government will take over the burden of the friends who have come to her rescue and the administrative work now done by the American Commission for Relief in Belgium.

RELIEF WORKS.

If those in the world who most deserve help are those who are willing to help themselves, then the Belgians at home are worthy of all that has been done for them. The well-to-do Belgians of all classes, with their incomes cut or altogether stopped, with business enterprises at a standstill, and the future uncertain, have gone into their own pockets to assist in feeding the poor. Their subscriptions to the relief fund amount to £146,000. The British Government has given £100,000; the New South Wales, New Zealand, and Queensland Governments £80,000; the Glasgow and West of Scotland Belgian Relief Fund £20,000; miscellaneous public subscriptions £63,000; Canadian gift cargoes (estimated) £157,000; the Spanish Relief Fund £4,134; and from the United States, through the Rockefeller Foundation and the different States Committees, has come £840,000.

There are two departments of the relief, the benevolent and the provisioning. The benevolent looks after those who have no funds and are utterly dependent on charity. At an average cost of 12f. *per capita* a month for their bread this class requires an outlay, including the cost of maintaining the canteens and the purchase locally of meat, potatoes, and clothing, of £600,000 a month. The provisioning department sells bread to those who have the funds to pay for it at the ruling price of the day in London. From the main offices at 3, London-wall-buildings the Commission directs the collection of funds, the purchase of supplies, their transport, and their distribution. At this writing 40 ships are being loaded in American ports, or on their way to Rotterdam with cargoes.

Each State of the United States has its own relief organization. Certain States committees have undertaken to load one ship. Many of the gifts from the United States and Canada are either in grain or flour. When money is subscribed the Commission turns it into supplies on the American market. Except for clerks and stenographers all the workers of the Commission have volunteered their services. It is a practical, businesslike organization, directed by men of business and professional experience who were best suited for the prompt establishment of a going concern of this kind.

From the railways of the United States and Holland it has secured concessions in rates. Thanks to this, and to many economies due to the world's generosity and saving from middlemen's profits, it is able to make a profit of £156,000 a month by the sale of bread at the ruling London price to those who can afford to pay, which means that the well-to-do, by paying no more than the Londoner for his loaf, are giving £150,000 monthly to feed their destitute fellow-countrymen. To ensure economy in distribution, as a matter of sound administrative policy, a small contribution is now being levied on the communes, which promises to yield about £75,000 a month.

Thus some £400,000 a month is left to be collected by public subscriptions. Including the three months it has been carrying on the work and the cargoes of flour on the way, the Commission is already committed to an expenditure £1,100,000 in excess of the present cash resources, in the confidence that the world would never permit Belgium to starve.

The United States has so far given enough food for two months. Though the subscriptions continue, their volume is decreasing. Times are hard in America. New York has its own bread-line and a record number of unemployed. Only in the great grain-growing districts or where war material and army supplies are manufactured is there prosperity. A friend writes from home:—"I have given to the Belgians and shall give again. But after all, Belgium is far away, and it is Americans, not Belgians, who ask me in the streets of my own town for bread."

THE GERMAN ATTITUDE.

It goes without saying that the Americans who subscribe to Belgian relief are not German-Americans. They mean to be sure that the oppressed and not the conquerors receive their gifts. The word of the German Government on this score will not satisfy their scepticism. Letters of inquiry continue to pour in on Mr. Whitlock, the American Minister at Brussels, asking if he is quite certain that the Germans are keeping faith and how the Commission is able to prevent them from breaking it if they choose. These are the questions every Englishman also will ask. The moment the Germans take so much as one baking for their Army the Commission will withdraw its relief and tell the world the reasons. This it must do for its own protection, lest it be overwhelmed by the indignation of Americans at home. No philanthropic work was ever more carefully scrutinized by the subscribers than this which is operating between the naval forces of one belligerent and the land forces of another to succour the victims of war.

Thus far the Germans have absolutely kept faith. Not only that, but the Commission has secured an order that no more cattle or fodder, or any form of provender for man and beast, will be requisitioned while the Commission continues its work. When some bakers were found to be sifting out the white flour for sale to restaurants and hotels, and mixing the residue of bran with that given to the people, the German authorities offered their assistance in punishing the culprits.

Reasons of cold policy influence German co-operation with the Commission. Without outside aid either the Germans must allow the Belgians to starve or feed them from their own stores. In that case starvation would be the alternative; for German public opinion, let alone German economy of resources, would not give a mouthful to the despised and loyal ally of the hated British. Then a famished population would riot and throw themselves against German bayonets; and to force submission through bloodshed which would revolt humanity would require increased numbers of Landsturm guards. If Germany's only interest in keeping Belgium from starving is one of policy, then the duty of the rest of the world in succouring Belgium is one of conscience.

Yet isn't it possible, you may ask, that, while the conduct of their right hand is exemplary, the Germans are secretly forcing tribute from timorous bakers with their left? They are not, because every baker who has the privilege of baking from the Commission must now produce an amount of bread in keeping with the quality and quantity of the flour which he receives. They are not, because of the character of the men who supervise the work.

THE AMERICAN STUDENT.

Cecil Rhodes little dreamed when he founded the Rhodes Scholarships at Oxford that the American students would be employed in an inspectorial capacity to make sure that the hungry people of little Belgium who had sacrificed themselves as the ally of France and England should receive all the loaves which the English-speaking world gave in the impulse of kindred generosity. Besides these men, chosen for Oxford after they have finished their college courses in the United States, there are other Americans who were already in Europe or hastened across the Atlantic from America to enlist in an appealing enterprise.

These young men talk of their provinces like so many sympathetic rulers and of canal boat cargoes as if they had been in the transportation business all their lives. They have the activity of youth moving here and there in the Commission's motor-cars contributed from America, on their errands of practical philanthropy. The sport of it, if nothing else, would make them prompt in bringing to book any German commander who might be tempted to purloin a consignment of flour.

And they are the most professionally neutral of all neutrals. Before entering Belgium they are warned that the one thing they must not have is an opinion on the war; the one question they must not answer is one about the war. They are not even supposed to know that there is a war. Theirs is the mission of humanity, of feeding Belgium, regardless of the causes of Belgium's suffering. Even that question which the Belgians continually whisper, "When are the Allies coming?" they must avoid answering, in order to keep their pledges to the German Government.

BELGIAN WORKERS.

Both the American Commission and the Belgian leaders and officials realize the danger of creating a dependent class by charity and the importance of providing work wherever possible for the population. Lack of occupation only encourages Belgian bitterness to feed on itself these grey winter days. "Anything to keep the mind off . . ." How often I heard Belgians say that, without finishing the sentence. "Anything to keep the mind off . . !" I have tried to convey the finish of the sentence in what I have written. Belgian women are as busy with their home relief problems as English women with theirs. In the company of one of the women's committee in Brussels I went to the great skating rink which has been transformed into a clothing depôt. Here I saw boxes from England and America being opened, and men's and boys' caps and suits, and women's skirts and cloaks, and babies' sweaters, and about every article of clothing in the category being removed, classified according to nature and serviceability, and piled in separate bins. In the sewing-room I was shown many women busy making repairs to worn garments. Men's suits with holes in the knees and elbows were being cut down and remade into serviceable boys' suits. "It all gives work, work which helps to kept their mind off . . . ." said my companion.

She took me into the boot department, where all manner of destitute, from children to old men and women, were being served from a row of shelves.

There was some leather in the country which the Germans had not requisitioned [she says], so we set our shoe factories going with the money we subscribed. Every customer who can afford it pays cost price. You notice that all are required to leave their old shoes behind and walk away in the new ones. Sometimes the old are capable of repair, and this gives occupation to cobblers. And who do you think act as our clerks in trying on? Why, those who fastened on the skates in happier days.

When I parted with her it was to have a look at a queue of mothers with their babes in arms receiving their daily rations of baby food in another part of Brussels. Pinched, worn, old-looking babies and chubby, rosy-cheeked babies were welcomed with impartial smiles by the volunteer women workers of different classes of society, who have forgotten all caste in the hour of distress. Everywhere I was struck by the practical administration of the relief, reflective of a highly organized industrial people.

The bread-lines are longest, the drawn faces the saddest where the factory population is largest. In Liége I stood for two hours watching a line go past. The smaller the community the less company there is in the general misery, the more closely the military guardianship is felt, yet there is no diminution in loyalty of the sufferers to the Allies' cause.

WHAT OF LOUVAIN?

And what of Louvain? you may ask. For Louvain characterizes Belgium's ordeal to the outside world. In the company of M. Alfred Nerinex, the provisional burgomaster, I strolled among the ruins. On some of the house doors was still to be seen the notice:—"This house is not to be burned without orders." As we paused and looked at the blackened walls of the University he said, confidently, "We shall rebuild it." He had been the professor of international law there. After the burning and its accompanying horrors the regular burgomaster, who was old and in failing health, with other refugees from his town, went to Holland. Then it was that the scholar turned man of action at the call of the helpless and stunned people who were without a leader.

Across from the old cathedral, rent and smoke blackened in his office in the Hotel de Ville, which stands intact, he practises international law in his dealing with Germans for the protection of his people, whom he, in turn, directs and advises with a wisdom which the last five months have proven him to possess. He allows no man who is strong enough to labour to get free bread. If Louvain were to be rebuilt the time to begin was immediately, reasoned M. Nerinex. Whoever was able to and would not help clean the streets and pile bricks deserved to go hungry, for he was no true Belgian. The spirit shown at Louvain, in keeping with the glimpse I had of more than one man at work trying to make a home torn by shell-fire habitable, is too fine to be allowed to die for want of bread.

Belgium is not conquered. Here is a victory of mind over the bayonets that fence her in. She is still a buffer for England and France against their enemies; a moral force indomitably fighting on their side; a more telling example than Alsace-Lorraine of the futility of trying to rule a civilized people against their will in this age.

PRISONERS OF WAR TO BE PROMOTED.

NO UNIFORMS FOR CIVILIAN CORPS.

In the course of the Army debated in the House of Commons last month Mr. Tennant, on behalf of the War Office, made several interesting announcements. The first was a speeding-up of promotion. The Government proposed that when an officer is taken prisoner or is missing, temporary rank shall be given for the first three months, to be made permanent after that period. This will apply to all ranks and the Under Secretary claimed that it was a liberal change, inasmuch as prisoners of war would obtain the promotion under the rule.

In announcing the formation of a small delegation of members of Parliament to visit the internment camps, Mr. Tennant explained that German prisoners were given free postage, were allowed to have English newspapers, and received pay for their work. All efforts for getting exchanges for German prisoners had, however, been fruitless so far. He described the work of an information bureau which has been started here. It had answered 17,900 inquiries from Germany about missing soldiers; not more than 10 per cent. were found to be prisoners of war in this country. The lists of prisoners of war which we received from Germany through the United States Government were defective.

Mr. Tennant was severe on the advocates of uniforms for Volunteer Training Corps. He recalled the Napoleonic era, when it was a byword that the dandies of the day joined the Volunteers and stayed at home. The War Office, its spokesman said emphatically, did not want that. The last thing they desired was that young men should have the alternatives of going and fighting for their country and of staying at home strutting about in a uniform.

The Under-Secretary was very frank on the value of inoculation against typhoid. He refused to withdraw his statement that evidence was accumulating in favour of compulsory inoculation.

PANAMA CANAL TOLLS.

Under instructions of Secretary Garrison of the War Department at Washington, changes are being prepared in the regulations for computation of Panama Canal tolls, which it is estimated will result in a decrease of approximately 20 per cent. in the revenues of the Canal from the classes of freight affected.

It was discovered that the fixing of the tolls under the Panama Canal rules at $1.20 per ton was illegal, the rate being greater than that sanctioned by law. This arose from the difference between a ton as defined by the Canal rules and a registered ton as measured under the United States statutes for ship registration.

The latter definition was applied in the Panama Canal Act by Congress, which provided for a maximum charge of $1.25.

The new rules will provide that the aggregate tolls paid by a vessel at the rate of $1.20 per Canal ton must not exceed the aggregate tolls as computed on the basis of $1.25 per registered ton.

The question arose specifically in connection with lumber deckloads. Pacific Coast shippers claimed that an illegally high rate was being charged for such loads.

SOUTH AFRICAN TROUBLE.

GENERAL HERTZOG'S POSITION.

The Legislative Assembly has accepted Mr. Merriman's amendment of General Hertzog's motion for a select committee to inquire into the causes of the rebellion, whether it was due to German intrigue, or whether the object was to restore the independence of South Africa. A select committee is to be appointed by the Speaker.

General Smuts declared that for years General Hertzog had been the loudest-mouthed politician in South Africa, now he was the most silent. He was one of the primary causes of the recent disasters, but he still sat in Parliament.

General Hertzog, in reply, said that he did not intend to repudiate the rebellion, which was provoked by an expedition into German territory, which had sheltered rebels after the Boer war.

SHIPPING IN PORT.

STEAMERS.

ALBIANA, British str., 2,297, Dunbar, 27th March — Chingwantao 21st March, Coal.—Order.

CHANGSHA, British str., 1,463, F. C. Gambill, 28th March—Melbourne 19th February, General. — Butterfield & Swire.

CHEIAN MARU, Japanese str., 1,006, Maka, 16th March—Kinhon Bay 13th March, Salt.—Osaka Shosen Kaisha.

CHIYUEN, British str., 1,177, W. Ross, 27th March—Shanghai 24th March, General.—Chinese.

CHOYSANG, British str., 1,424, S. Holmwood, 28th March—Shanghai 24th March, General.—Jardine, Matheson & Co.

HAIMUN, British str., 641, A. H. Stewart, 28th March—Swatow 27th March, General.—Douglas Lapraik & Co.

HALVARD, Norwegian str., 1,066, E. Beck, 26th March — Macassar 18th March, General—Order.

HANOI, French str., 739, Ch. Le Chevalier, 29th March—Hoihow 28th March, General.—A. R. Marty.

HAZEL DOLLAR, British str., 2,803, M. Ridley, 28th March—Manila 25th March, Sugar and Lumber.—Dollar & Co.

HERCULES, Norwegian str., 2,429, R. Wilhelmsen, 23rd March—Chingwantao 16th March, Coal.—Dodwell & Co.

HIKOSAN MARU, Japanese str., 3,559, S. Fujisaki, 25th March—Saigon 20th March, Rice.—Mitsui Bussan Kaisha.

HONGKONG, French str. 762, Marquerite, 28th March—Hoihow 27th March, General.—A. R. Marty.

KOHINA MARU, Japanese str., Yamashita, 18th March—Nagasaki 13th March, Coal.—Mitsui Bussan Kaisha.

KUMI MARU, Japanese str., 2,426, H. Tominaka, 22nd March—Dairen 14th March, General.—Mitsui Bussan Kaisha.

KUTSANG, British str., 3,019, R. C. N. Bradley, 27th March—Japan 23rd March, General.—Jardine, Matheson & Co.

KWANGLEE, Chinese str., 846, B. Miyaoka, 24th March—Bangkok 15th March, Rice.—Chinese.

LOESANG, British str., 979, D. W. Ritchie, 28th March—Hoihow 27th March, General.—Jardine, Matheson & Co.

SOSHU MARU, Japanese str., 1,119, A. Kobayashi, 26th March—Swatow 25th March, General. — Osaka Shosen Kaisha.

SETUN, Norwegian str., 865, D. Hovbrender, 22nd March—Bangkok 13th March, Rice.—Thoresen & Co.

STANDARD, Norwegian str., 894, H. J. Bull 28th March — Bangkok 17th March, Rice.—Thoresen & Co.

SUISANG, British str., 1,776, H. Simpson, 20th March—Singapore 13th March, General.—Jardine, Matheson & Co.

TAISHUN, Chinese str., Westerlund, 24th March—Shanghai 20th March, General.—Chinese.

TAMBA MARU, Japanese str., 6,133, S. Nagasue, 28th March—Shanghai 25th March, General.—Nippon Yusen Kaisha.

TAIYO MARU, Japanese str., 1,630, T. Fumoto, 23rd March—Dairen 16th March, General. — Mitsui Bussan Kaisha.

TELEMACHUS, British str., 1,303, A. Fraser, 24th March—Saigon 21st March, Rice. —Chinese.

TJIPANAS, Dutch str., 2,440, A. de Lange, 22nd March—Hoihow 21st March, Sugar.—Java-China-Japan Lijn.

TUNGSHAN, British str., 2,599, J. N. Moon, 22nd March — Chingwantao 15th March, Coal.—Dodwell & Co.

UNKAI MARU, Japanese str., Y. Tasaka, 28th March—Wakamatsu 22nd March, Coal.—Mitsui Bussan Kaisha.

FORTHCOMING EVENTS.

TO-DAY

11 a.m.—Hongkong and Whampoa Dock Co., Ltd., Meeting of Shareholders.
Noon—Hongkong Rope Manufacturing Co., Ltd., Meeting of Shareholders.
2.30 p.m.—Auction of a Large and Valuable Collection of Antique China and Curios, at Sales Rooms, by Mr. Geo. P. Lammert.

TO-MORROW

Thursday, 1st April:—
2.30 p.m.—Auction of a Large and Valuable Collection of Antique China and Curios, at Sales Rooms by Mr. Geo. P. Lammert.

Friday, 2nd April:—
Good Friday—Public Holiday.

Monday, 5th April:—
Easter Monday.—Public Holiday.
Tuesday, 6th April:—
5.15 p.m.—Hongkong Club Extraordinary General Meeting.
5.30 p.m.—Hongkong Club Twenty-Ninth Yearly General Meeting.
Saturday, 10th April:—
Noon—Green Island Cement Co., Ltd., Meeting of Shareholders.
Monday, 12th April:—
Noon—Hongkong Ice Co., Ltd., Meeting of Shareholders.
Tuesday, 20th April:—
Noon—Toerangie Rubber Co., Ltd., General Meeting at the Office of Messrs. Lowe, Bingham & Matthews.

LIKE OIL ON THE WATERS.

Like the quieting influence of oil poured on the angry waters in a storm, Little's Oriental Balm calms and soothes the tortured nerves, stops the excruciating pains and bids Sciatica release its hold on the sufferer. LITTLE'S ORIENTAL BALM has been the standard, the universal remedy for Sciatica for years and years. It has thousands of cures to its credit. The most difficult cases, given up by physicians, have been almost immediately relieved and promptly cured. If you suffer the agonies of Sciatica, send now to the nearest Chemist or Medicine Vendor and get a bottle of this remarkable remedy.

Agents for Hongkong:
Messrs. A. S. WATSON & Co., LTD.
[414

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

From Hongkong:	Connecting with	From Colombo:
23rd April	"GUJARAT"	17th May.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

From Hongkong: "SALAMIS" 15th June.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.
FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to
THE BANK LINE, LIMITED,
217 MANAGING AGENTS.

ELLERMAN LINE.

JAPAN, CHINA AND STRAITS
TO
MARSEILLES, LONDON AND LIVERPOOL.

For	Steamer	Sails.
MARSEILLES & LONDON ...	"KALOMO"	On 10th May.
,, ...	"CITY OF NEWCASTLE"	On 20th May

Subject to change without notice.
For rates of freight and further information apply to
THE BANK LINE, LTD.,
GENERAL AGENTS.
Hongkong, 13th March, 1915. [363

THE TAIKOO DOCKYARD
AND ENGINEERING CO. OF HONGKONG, LTD.
TAIKOO DOCKYARD. HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS.
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL.
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—787' by 85' by 34² 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—
JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.
As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION, MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, ETC.
Dockyard Managers, can be seen between the hours of 11 A.M. and 12 NOON at the Town Office.

BUTTERFIELD & SWIRE.
HONGKONG, CHINA, AND JAPAN, AGENTS.
TELEPHONE No. 212. Telegraphic Address:—"TAIKOO DOCK." [30

JAVA-CHINA JAPAN LIJN
REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
* TJITAROEM...	——	——	SHANGHAI & KOBE	Second half of Mar.
TJIKINI	JAPAN	First half of Apr.	JAVA	First half of Apr.
TJILATJAP ...	JAPAN	First half of Apr.	JAVA	First half of Apr.
* TJIKEMBANG ...	JAVA	First half of Apr.	JAPAN	Second half of Apr.
TJIBODAS... ...	JAVA	Second half of Apr.	SHANGHAI	Second half of Apr.
* TJILMANOEK...	JAVA	First half of May.	SHANGHAI	First half of May.

* Wireless Telegraphy.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia."
For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
York Buildings, 1st Floor. Telephone No. 1574.
Hongkong, 26th March, 1915. [8

THOS. COOK & SON.
TOURIST, STEAMSHIP AND FORWARDING AGENTS. BANKERS, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.
SHANGHAI: 23, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET
MANILA:—MANILA HOTEL.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES Exchanged.
Cook's "FAR EASTERN TRAVELLER'S GAZETTE," containing Sailings and Fares from the Far East to all parts of the World, will be forwarded free on application.
CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
Hongkong, 3rd July, 1914. [133

SHIPPING

ARRIVALS.

ERNEST SIMONS, French str., Vallat, 30th March—Marseilles 21st February, General.—Messageries Maritimes.

HINSANG, British str., 1,835, A. C. Kennedy, 30th March—Sandakan 24th March, General.—Jardine, Matheson & Co.

HOPSANG, British str., 1,359, C. A. Robertson, 30th March — Bangkok 23rd March, Rice.—Jardine, Matheson & Co.

NAMUR, British str., 4,188, A. Collyer, 30th March—Foochow 28th March, General.—P. & O. S. N. Co.

SANGOLA, British str., 3,349, R. A. Milne, R.N.R., 30th March—Singapore 25th March, General.—David Sassoon & Co.

SULTAN VAN LANGKAT, Dutch str., 2,292, T. Tries, 30th March—Singapore 23rd March, Bulk Oil.—Asiatic Petroleum Co.

YUENSANG, British str. 1,128, P. H. Rolfe, 30th March—Manila 24th March, General.—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

March 30th.

FOOCHOW, British str., for Bangkok.
HAIMUN, British str., for Swatow.
ICHANG, British str., for Shanghai.
LIANGCHOW, British str., for Canton.
NAMUR, British str., for Ceylon.
TIENTSIN, British str., for Newchwang.

DEPARTURES.

March 30th.

ANHUI, British str., for Canton.
CANADA MARU, Jap. str., for Tacoma.
CHINA, American str., for San Francisco
CHIYUEN, Chinese str., for Canton.
CHOYSANG, British str., for Canton.
IXION, British str., for Vancouver.
KAIJO MARU, Japanese str., for Tamsui.
KUEICHOW, British str., for Canton.
LENNOX, British str., for New York.
TEIRESIAS, British str., for London.

PASSENGERS.

ARRIVED.

Per *Sangola*, from Singapore, etc., Mrs. Kennedy, child and infant, Bishop and Miss Wavine, Mrs. Moffat and infant, Rev. and Mrs. Rockey and Miss Rockey, Miss Gabrielson and Miss Landrum.

DEPARTED.

Per *China*, for San Francisco, etc., Mrs. H. W. Mix, Rev. S. C. Burger, Mr. J. McGill, Mr. B. R. Emrick, Mr. L. E. Alleman, Mr. B. Garrett, Mr. J. Rosenthal, Mr. D. G. Woolf, Rev. and Mrs. M. C. Parrish, Mr. Pedro Lion, Mrs. Carl Crow, Mr. W. B. Sutherland, Mr. L. Novales, Capt. and Mrs. E. O. Shairer, Mr. and Mrs. C. Pemberton, Mr. and Mrs. Jas. Gray Rough, Mr. and Mrs. M. M. Clark and 2 children, Mrs. N. T. Kennedy, child and infant, Rev. and Mrs. W. F. Thomas, Mr. C. J. Shirk, Mr. C. E. Jennings, Mr. A. M. Eldredge, Rev. and Mrs. T. Gutknecht, 2 children and infant, Mr. F. W. S. Evans, Rev. R. L. Archer, Miss Lizzie McGrath, Mr. Thos. Hext, Dr. E. A. Elder, Mr. E. S. Jones, Mr. and Mrs. C. Garcia Garamendi, child, infant and servant, Mr. E. H. Summers, Mrs. Ellis B. Miller, Rev. and Mrs. N. L. Rockey, Miss H. Rockey, Mrs. W. M. Gabrielson and Miss N. Landrum.

VESSELS EXPECTED.

AMERICAN MAIL.

The P.M. str. *Manchuria* arrived at Manila on the 27th March, and sailed from that port for Hongkong on the 29th March, a.m., making her due to reach Hongkong to-day, a.m.

THE AUSTRALIAN MAIL.

The A.O. str. *Taiyuan* left Sydney for Hongkong via Australian and Philippine ports on the 25th March, and may be expected to arrive on or about 19th April.

MERCHANT STEAMERS.

The P. & O. str. *Vellore* left Singapore for this port on the 27th March, p.m., and is due here on the 2nd April, at about daylight.

The Barber Line str. *Bolton Castle* for Hongkong *viâ* Panama Canal left New York on the 29th January and is therefore due to arrive here about the beginning of April.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Fooksang, from Calcutta, is due in Hongkong 8th April.
Onsang, from Calcutta, is due in Hongkong 5th April.
Hinsang, from Sandakan, is due in Hongkong 30th March.

SHIRE LINE, LIMITED.

Carnarvonshire, from Japan, is due in Hongkong 15th April.
Monmouthshire, from London, is due in Hongkong 1st May.
Merionethshire, from London, is due in Hongkong 30th May.

APIOLINE

(CHAPOTEAUT)

LADIES' RELIEF

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to Tansey, steel Drops and Penny royal.

CHAPOTEAUT, 8, rue Vivienne, Paris.

Sold by all Chemists.

79-3

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS:

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES.	FLAG & RIG	SECTION	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & SINGAPORE, VIA PENANG, COLOMBO, &c	NAMUR	Brit. str.	—	A. Collyer	P. & O. S. N. Co.	To-day, at 10 A.M.
LONDON VIA OUTPORTS OF CALL	ORIENTAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 10th Apr., at Noon.
LONDON	CARNARVONSHIRE	Brit. str.	—	...	JARDINE, MATHESON & Co., LTD	On 11th Apr.
MARSEILLES VIA PORTS	POLYNESIEN	Fren. str.	—	...	MESSAGERIES MARITIMES	On 3rd Apr., at 3 P.M.
MARSEILLES, LONDON & VIA SINGAPORE, &c.	ATSUTA MARU	Jap. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 10th Apr., at Noon.
MARSEILLES, LONDON & LIVERPOOL	KALOMO	Brit. str.	—	...	THE BANK LINE, LIMITED	On 10th May.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	TAMBA MARU	Jap. str.	—	Nagasago	NIPPON YUSEN KAISHA	On 6th Apr., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MANCHURIA	Am. str.	—	A. Dixon	PACIFIC MAIL S.S. CO.	On 6th Apr., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	TENYO MARU	Jap. str.	—	E. Bent	TOYO KISEN KAISHA	On 13th Apr., at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	NIPPON MARU	Jap. str.	—	A. G. Stevens	TOYO KISEN KAISHA	On 27th Apr., at 10.30 A.M.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	PERSIA	Am. str.	—	J. Hill	PACIFIC MAIL S.S. Co.	On 18th May, at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	—	A. J. Hall	CANADIAN PACIFIC R. Co.	On 1st May.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	SEIYO MARU	Jap. str.	—	...	TOYO KISEN KAISHA	On 11th May.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	1 m.	F. C. Gambrill	BUTTERFIELD & SWIRE	On 10th Apr.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	Yagi	NIPPON YUSEN KAISHA	On 16th Apr., at 4 P.M.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	—	...	GIBB, LIVINGSTON & Co.	On 20th Apr., at 11 A.M.
DELAGOA BAY, DURBAN, EAST LONDON, & JAPAN	GUJARAT	Brit. str.	—	...	THE BANK LINE, LIMITED	On 23rd Apr.
	TJILATJAP	Dut. str.	—	...	JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA, KOBE & MOJI	FOOKSANG	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., LTD.	On 12th Apr., at Noon.
NAGASAKI, KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 16th Apr., at 10 A.M.
MOJI & KOBE	JINSEN MARU	Jap. str.	—	Terada	NIPPON YUSEN KAISHA	On 8th April.
TIENTSIN	KUEICHOW	Brit. str.	1 m	E. Forsyth	BUTTERFIELD & SWIRE	On 2nd Apr., at Noon.
SHANGHAI	ANHUI	Brit. str.	1 m.	Eedy	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI VIA SWATOW	CHOYSANG	Brit. str.	—	S. Finderson	JARDINE, MATHESON & Co., LTD.	On 2nd Apr., at D'light.
SHANGHAI, MIIKE, YOKOHAMA, KOBE & MOJI	SANGOLA	Brit. str.	—	Milne, R.N.R.	DAVID SASSOON & Co., LTD.	On 2nd Apr.
SHANGHAI	LIANGCHOW	Brit. str.	1 m.	W. Benson	BUTTERFIELD & SWIRE	On 3rd Apr., at D'light.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NELLORE	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 3rd Apr., at 10 A.M.
SHANGHAI, KOBE & YOKOHAMA	MIYAZAKI MARU	Jap. str.	—	Teranaka	NIPPON YUSEN KAISHA	On 4th Apr., at 10 A.M.
SHANGHAI	ONSANG	Brit. str.	—	...	JARDINE, MATHESON & Co., LTD.	On 7th Apr., at D'light.
SHANGHAI	MALTA	Brit. str.	—	G. W. Cookman, R.N.R.	P. & O. S. N. Co.	About 8th Apr.
SHANGHAI	TJITAROEM	Dut. str.	—	...	JAVA-CHINA-JAPAN LINE	Quick despatch.
TAMSUI, & KEELUNG VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	K. Murakami	OSAKA SHOSEN KAISHA	On 4th Apr., at Noon.
ANPING & TAKAO VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	A. Kobayashi	OSAKA SHOSEN KAISHA	On 4th Apr., at 10 A.M.
SWATOW, AMOY & FOOCHOW	CAICHING	Brit. str.	2 h.	W. G. Passmore	DOUGLAS LAPRAIK & Co.	On 2nd Apr., at 1 P.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	On 6th Apr., at 1 P.M.
SWATOW	HAIMUN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAPRAIK & Co.	On 8th Apr., at 1 P.M.
MANILA	YUENSANG	Brit. str.	—	P. Rolfe	JARDINE, MATHESON & Co., LTD.	On 3rd Apr., at 3 P.M.
MANILA, CEBU & ILOILO	TAMING	Brit. str.	1 m.	S. Tokushige	BUTTERFIELD & SWIRE	On 6th Apr., at 4 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TJIKINI	Dut. str.	—	...	JAVA-CHINA-JAPAN LINE	Quick despatch.
BOMBAY VIA SINGAPORE, MALACCA & COLOMBO	KIRIN MARU	Jap. str.	—	Tanda	NIPPON YUSEN KAISHA	On 3rd Apr.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., LTD	To-day, at 3 P.M.
SINGAPORE, PENANG, RANGOON & CALCUTTA	UMARIA	Brit. str.	—	Elton	DAVID SASSOON & Co., LTD.	To-morrow, at Noon.
SINGAPORE	HOPSANG	Brit. str.	—	Robertson	JARDINE, MATHESON & Co., LTD.	On 6th Apr., at 3 P.M.
SINGAPORE, PENANG, RANGOON & CALCUTTA	HAKATA MARU	Jap. str.	—	Kawashi	NIPPON YUSEN KAISHA	On 17th Apr.
SINGAPORE, PENANG & CALCUTTA	ITOLA	Brit. str.	—	Butler	DAVID SASSOON & Co., LTD.	On 20th Apr.
SINGAPORE, MAURITIUS, & SOUTH AFRICAN PORTS	SALAMIS	Brit. str.	—	D. A. Gardiner	THE BANK LINE LTD.	On 15th June.
SANDAKAN	HINSANG	Brit. str.	—	A. Kennedy	JARDINE, MATHESON & Co., LTD	On 8th Apr., at Noon.
HAIPHONG	DAIGI MARU	Jap. str.	—	S. Tokushige	OSAKA SHOSEN KAISHA	To-day, at 10 A.M.
HAIPHONG	KAIFONG	Brit. str.	1 m.	H. Mathias	BUTTERFIELD & SWIRE	On 3rd Apr., at 10 A.M.
HOIHOW & HAIPHONG	LOKSANG	Brit. str.	—	D. W. Ritchie	JARDINE, MATHESON & Co., LTD.	To-morrow, at 10 A.M.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

	FOR	STEAMERS	TO SAIL
*	SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Wed'day, 31st Mar., 3 P.M.
	HOIHOW and HAIPHONG	"LOKSANG"	Thursday, 1st Apr., 10 A.M.
†	SHANGHAI VIA SWATOW	"CHOYSANG"	Friday, 2nd Apr., D'light.
*	MANILA	"YUENSANG"	Saturday, 3rd Apr., 3 P.M.
	SINGAPORE	"HOPSANG"	Tuesday, 6th Apr., 3 P.M.
†	SHANGHAI	"ONSANG"	Wed'day, 7th Apr., D'light.
‡	SANDAKAN	"HINSANG"	Thursday, 8th Apr., Noon.
*	YOKOHAMA, KOBE and MOJI	"FOOKSANG"	Monday, 12th Apr., Noon.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "YATSHIMA," "KUNSANG," and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze, Chefoo, Tientsin, Dairy Nor, Newchwang.

‡ Taking Cargo on Through Bills of Lading to Kudat, Labad Datu, Simporna, Tawao, Usukan Jesselton and Labuan.

Telephone No. 215, Sub. Exch 4.

Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

Hongkong, 30th March, 1915. GENERAL MANAGERS. [5

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

Telephone No. 215. AGENTS

Hongkong, 15th April, 1914. 25

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON	"CARNARVONSHIRE"	On 11th April.
LONDON	"MONMOUTHSHIRE"	On 5th June.

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No.

JARDINE, MATHESON & Co., LTD.,

Hongkong, 25th February, 1915. AGENTS. [24

PACIFIC MAIL S.S. CO.

OPERATING

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10200 tons NILE 10000 tons
PERSIA 8000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

MANCHURIA	Sailing	TUESDAY,	6th Apr., at 1 P.M.
MONGOLIA	"	TUESDAY,	4th May, at 1 P.M.
PERSIA (via Manila)	"	TUESDAY,	18th May, at Noon.
KOREA	"	WED'DAY,	26th May, at 1 P.M.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morosi, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Patrons is Our First Consideration

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,

TEL. No. 141. KING'S BUILDINGS.

[13

CANADIAN PACIFIC RAILWAY CO.'S STEAMSHIP LINE.

THE INTERMEDIATE STEAMSHIP

"MONTEAGLE"

WILL SAIL FROM HONGKONG FOR

VANCOUVER

Accepting Cargo and Passengers for Canada, the United States, West Indies, London, etc.

1ST MAY AND 3RD JULY.

Subsequent dates of sailing will be announced later.

PASSAGE RATES:—

VANCOUVER £31; LONDON £43 AND £45.

Rates to other Points furnished upon application.

For Freight or Passage apply—

D. W. CRADDOCK.

Hongkong, 25th March, 1915. [421

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ORIENTAL,"

Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this port for BOMBAY on SATURDAY, the 10th April, 1915, at NOON, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MALWA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "INDIA," due in London on the 20th May, 1915.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 27th March, 1915. [1

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVORLICH,"

FROM MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th April, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 24th March, 1915. [429

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, SINGAPORE AND SAIGON.

The Steamship "SANGOLA,"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th April will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DAVID SASSOON & Co., LTD.,
Agents.

Hongkong, 30th March, 1915. [29

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ORIENTAL,"

Arrived Hongkong on 25th March, 1915, FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Morea."
From Persian Gulf, ex ss. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 25th March, 1915. [1

THE NEW FRENCH REMEDY.

THERAPION No. 1

CURES DISCHARGES, EITHER SEX, WITHOUT INJECTIONS.

THERAPION No. 2

CURES BLOOD POISON, BAD LEGS, SKIN ERUPTIONS.

THERAPION No. 3

CURES CHRONIC WEAKNESSES, DRAINS, LOST VIGOR, &C.

SOLD BY LEADING CHEMISTS. PRICE IN ENGLAND, 2/9.

SEND STAMP AND ADDRESS ENVELOPE FOR FREE BOOK TO DR. ECLERC MED. CO. HAVERSTOCK RD. HAMPSTEAD, LONDON. TRY NEW DRAGEE (TASTELESS) FORM OF THERAPION EASY TO TAKE SAFE AND LASTING CURE.

A CURE FOR YOU

SEE THAT TRADE MARKED WORD "THERAPION" IS ON BRIT. GOVT. STAMP AFFIXED TO ALL GENUINE PACKETS.

INSIST ON HAVING THERAPION.

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NAMUR ..... Capt. A. Collyer	10 A.M. 31st Mar.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NELLORE ..... Capt. J. Grant, R.N.R.	10 A.M. 3rd April.	Freight and Passage.
SHANGHAI	MALTA ..... Capt. G.W. Cockman, R.N.R.,	About 8th Apr.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	*ORIENTAL* ..... Capt. A. L. Valentini	Noon. 10th Apr.	*See Special Advertisement.*

All the above Steamers are fitted with Wireless Telegraphy.
Subject to immediate alteration without notice

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th March, 1915. [1

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS		TO SAIL	
SHANGHAI	"ANHUI"	On	1st Apr.,	4 P.M.
TIENTSIN VIA CHEFOO	"KUEICHOW"	On	2nd Apr.,	Noon.
SHANGHAI	"LIANGCHOW"	On	3rd Apr.,	D'light.
HAIPHONG	"KAIFONG"	On	3rd Apr.,	10 A.M.
SHANGHAI	"KANCHOW"	On	4th Apr.,	D'light.
MANILA, CEBU and ILOILO	"TAMING"	On	6th Apr.,	4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE.—THE TWIN SCREW STEAMERS "ANHUI" and "CHENAN," and the S.S. "KANCHOW," "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Hongkong, 3rd March, 1915. TELEPHONE 36. AGENTS. [4

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING" ...	Capt. W. C. Passmore ...	FRIDAY, 2nd April, at 1 P.M.
"HAITAN" ...	Capt. J. W. Evans ...	TUESDAY, 6th April, at 1 P.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... ... Capt. A. H. Stewart — THURSDAY, 8th Apr., at 1 P.M. SUNDAY, 11th Apr., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 30th March, 1915 [3

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EMPIRE	22nd April, 30th April,	On 20th Apr., 11 A.M. On 13th May, 11 A.M. On 21st May, 11 A.M.
EASTERN		
ALDENHAM		

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice; Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
23 AGENTS

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "SANGOLA" 5,184 tons, Captain Milne, R.N.R., will be despatched for SHANGHAI, MIIKE, VLADIVOSTOCK, YOKOHAMA KOBE and MOJI on 2nd April.

WESTWARD

S.S. "UMARIA," 5,317 tons, Capt. E. D. Pratt will be despatched for SINGAPORE, PENANG, RANGOON and CALCUTTA on 1st April at Noon.

S.S. "ITOLA," 5,267 tons, Captain Butler, will be despatched as above 20th April.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, 29th March, 1915. AGENTS [29

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI. MANILA. THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots ...	TUES., 13th April.
*NIPPON MARU	11,000 — 18 knots ...	TUESDAY, 27th April.
SHINYO MARU	22,000—21 knots ...	TUES., 11th May.
CHIYO MARU	22,000—21 knots ...	TUES., 8th June.

* Via MANILA, Omitting Shanghai.

Steamers via Shanghai leaves at NOON.
" " Manila " at 10.30 A.M.

FIRST CLASS TO LONDON £71.10....RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK £60. ... " " £96.10.
" " " SAN FRANCISCO £45. ... " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, MANZANILLO, SALINA CRUZ, PANAMA, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
SEIYO MARU ...	14,000—15 knots ...	Tuesday, 11th May.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,
King's Building.
TELEPHONE 291. [216

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL.
SHANGHAI, KOBE AND YOKOHAMA		

HOMEWARD

MARSEILLES VIA PORTS	POLYNESIEN	On 3rd April, at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, (every four weeks), also at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.

Circular Tickets to Europe via Suez and SIBERIAN ROUTE and *vice-versa* delivered here.

For further particulars apply to

2] P. THOMAS, AGENT.
QUEEN'S BUILDING.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co

FOR VICTORIA AND TACOMA VIA MANILA, MOJI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain	Leaving

FOR TAMSUI & KEELUNG VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU" ...	K. Murakami ...	SUNDAY, 4th April, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU" ...	A. Kobayashi ...	SUNDAY, 4th April, at 10 A.M.

FOR HAIPHONG (DIRECT).

Steamer	Captain	Leaving
"DAIGI MARU" ...	S. Tokushige ...	WED'DAY, 31st Mar., at 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

FOR FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER,
111] Second Floor, No. 1, Queen's Building.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES and LONDON VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	§ ATSUTA MARU Capt. T. Sato,	16,000	SATURDAY, 10th April, at Noon.
	§ YASAKA MARU Capt. Yamawaki,	21,000	THURSDAY, 22nd April, at Noon.
VICTORIA, B.C., and SEATTLE VIA SHANGHAI MOJI, KOBE, YOKKAICHI and YOKOHAMA	§ TAMBA MARU Capt. Nagasago	12,700	TUESDAY, 6th April, at Noon.
	§ YOKOHAMA MARU Capt. Komatsubara,	12,500	THURSDAY, 15th April, at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	§ NIKKO MARU Capt. R. Takeda	9,600	FRIDAY, 16th April, at 4 P.M.
	§ HITACHI MARU Capt. Tominaga,	13,500	MONDAY, 17th May at 11 A.M.
CALCUTTA VIA SINGAPORE PENANG and RANGOON ...	HAKATA MARU Capt. Kawashi	12,000	SATURDAY, 17th April.
BOMBAY via SINGAPORE, MALACCA and COLOMBO ...	KIRIN MARU Capt. Tsuda	7,830	SATURDAY, 3rd April.
MOJI and KOBE	JINSEN MARU Capt. Terada	8,000	THURSDAY, 8th April.
KOBE and YOKOHAMA			
NAGASAKI, KOBE and YOKOHAMA	HITACHI MARU Capt. T. Sato,	9,500	FRIDAY, 16th April, at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	MIYAZAKI MARU Capt. Teranaka,	16,000	SUNDAY, 4th April, at 10 A.M.

§ Wireless Telegraphy.

PASSENGER SEASON FOR 1915

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
ATSUTA MARU	16,000 Tons...	Satur., 10th Apr.
YASAKA "	25,000 "	Thurs., 22nd Apr.
MIYASAKI "	16,000 "	" 6th May.
KITANO "	16,000 "	" 20th May.
FUSHIMI "	25,000 "	" 3rd June.

FOR AMERICA.

TAMBA MARU	12,500 Tons...	Tues., 6th Apr.
YOKOHAMA "	12,500 "	Thurs., 15th Apr.
SADO "	12,500 "	Tues., 4th May
AWA "	12,500 "	" 18th May.

For Further Information as to Freight, Sailing &c., apply to—

T. KUSUMOTO, MANAGER.
TELEPHONE Nos. 292 and 1241 [5

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer leaves Yokohama	Steamers to Colombo.	Leave Shanghai	Leave Hongkong	Connecting Steamers from Colombo to Marseilles and London	Due at Marseilles	Due at Plymouth (London 1 day later.
p.m.			Noon.			
—	ORIENTAL ...	Apr. 6	Apr. 10	MALWA	May 8	May. 14
Apr. 12	MALTA	Apr. 19	Apr. 23	MOREA	May 22	May. 28
Apr. 26	SARDINIA ...	May. 3	May. 7	MALOJA	June 5	June 11
May 10	NUBIA ...	May 17	May 21	MOOLTAN	June 19	June 25
—	ORIENTAL ...	June 1	June 5	MOLDAVIA ...	July 4	July 10

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday.

Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

LONDON

1st Saloon	"A"	Accommodation	Single	£65.	Return £97.
	"B"	"	"	£59	" £89.
2nd Saloon	"A"	"	"	£44.	" £66.
	"B"	"	"	£40.	" £60.

MARSEILLES

1st Saloon	"A"	Accommodation	Single	£61.	Return £91.
	"B"	"	"	£55.	" £83
2nd Saloon	"A"	"	"	£42.	" £63
	"B"	"	"	£38.	" £57.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'SEILLES	Due at LONDON
	about	about	about	about	about	about
NAMUR	Mar. 15	Mar. 26	Mar. 31	Apr. 6	May 4	May 13
NORE	Apr. 12	Apr. 23	Apr. 28	May 5	June 2	June 11
NELLORE	Apr. 26	May 7	May 12	May 18	June 17	June 25
NOVARA	May 10	May 21	May 26	June 2	July 2	July 11

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:
1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return

FARES TO MARSEILLES:
1st Saloon £46 Single. 2nd Saloon £33 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%

For Further Particulars, apply to—

E. A. HEWETT,
28 SUPERINTENDENT

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Date
Shanghai	*Liangchow*	30th inst.
Europe (London 2nd inst via Siberia) ...	*Kanchow*	1st prox.
Europe (via Negapatam)	*Nellore*	2nd prox
... ...	... ...	... ...
... ...	... ...	... ...
... ...	... ...	... ...
... ...	... ...	... ...

OUTWARD MAILS.

For	Per	Date
Swatow and Bangkok	*Standard* ...	Wednesday, 31st, 9.00 A M
Haiphong	*Daigi Maru* ...	Wednesday, 31st, 9.00 A M
Straits, Ceylon, Port Said and London ...	*Namur*	Wednesday, 31st. 9.00 A M
Shanghai, North China, Japan via Kobe ... ... (Europe via Siberia) ... (Tientsin-Pukow Service Shanghai Brit. P.O. Friday, 2nd Apr l.)	*Ernest Simons* ...	Wednesday, 31st. 10.00 A M
Straits, and India via Calcutta	*Kutsang*	Wednesday, 31st, 2.00 P M
	—: APRIL :—	
Hoihow and Haiphong	*Loksang*	Thursday, 1st, 9.00 A M
Hoihow and Haiphong	*Hanoi*	Thursday, 1st, 11.00 A M
Straits, Burmah, India via Calcutta	*Umaria*	Thursday, 1st, 2.00 P M
Shanghai and North China (Europe via Siberia) ... (Tientsin-Pukow Service Shanghai Brit. P.O. Monday, 5th April.)	*Anhui*	Thursday, 1st, 3.00 P M
Samarang and Sourabaya	*Halvard*	Thursday, 1st, 4.00 P M
Swatow, Shanghai, and North China ...	*Choysang* ...	Thursday, 1st, 4.00 P M
Shanghai, North China, Vladivostock and Japan via Yokohama	*Sargola*	Friday, 2nd, 9.00 A M
Chefoo and Tientsin	*Kweichow*	Friday, 2nd, 9.00 A M
Swatow, Amoy and Foochow	*Haicheng*	Friday, 2nd 9.00 A M
Shanghai and North China	*Liangchow* ...	Friday, 2nd, 9.00 A M
Chinwangtao	*Albiana*	Friday, 2nd, 9.00 A M
Haiphong	*Raifong*	Saturday, 3rd. 9.00 A M
Shanghai, North China and Japan via Moji ...	*Nellore*	Saturday, 3rd, 9.00 A M
Philippine Islands	*Yuensang* ...	Saturday, 3rd, Noon

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds :—
Sterling
£1,500,000 at 2/— $15,000,000
Silver $18,000,000
$33,000,000
Reserve Liability of Proprietors $15,000,000

Court of Directors.
Hon. Mr. D. Landale—Chairman.
W. L. Pattenden, Esq.—Deputy Chairman.
S. H. Dodwell, Esq. | P. H. Holyoak, Esq.
G. T. M. Edkins, Esq. | J. A. Plummer, Esq.
C. S. Gubbay, Esq. | Hon. Mr. E. Shellim.

Chief Manager:
Hongkong—N. J. Stabb.

Manager:
Shanghai—A. G. Stephen.

London Bankers:
London County and Westminster Bank, Limited.

Hongkong Interest Allowed.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.
On Fixed Deposits.
For 3 months, 2½ per cent. per Annum.
" 6 " 3½ " "
" 12 " 4 " "

N. J. STABB,
Chief Manager.
Hongkong, 11th November, 1914. [9

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital £1,500,000
Subscribed " 1,125,000
Paid-up " 562,500
Reserve Fund 500,000

Bankers:
Bank of England,
and
London Joint Stock Bank, Limited.

Every description of Exchange business transacted.
INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.
A. R. LINTON,
Manager.
Hongkong, 10th July, 1913. [119

NEDERLANDSCH-INDISCH HANDELSBANK
(Netherlands India Commercial Bank.)

Established 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital... Fl. 19,907,900 (£1,659,000)
Reserve Fund .... Fl. 7,765,500 (£647,125)

Head Office: AMSTERDAM.
Head Agency: BATAVIA.

LONDON BANKERS:
The Williams Deacons Bank.
Swiss Bankverein.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.
G. A DUNLOP, Manager,
No. 8, Des Vœux Road Central.
Hongkong, 17th November, 1914. [12

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.
Head Office—London.

Paid-up Capital... ... ... £1,200,000
Reserve Fund £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
Wm. DICKSON,
Manager.
Hongkong, 8th June, 1914 [118

BANKS

THE BANK OF CHINA, GOVERNMENT BANK

(Specially Authorised by Presidential Mandate of 15th April, 1913.)
Authorised Capital ..... $60,000,000.
Paid-up Capital ..... $10,000,000.

HEAD OFFICE: PEKING.

BRANCHES AND SUB-BRANCHES:
Shanghai: Nanking: Chinkiang, Yangchow, Wusieh, Wuhu, Anching, Tatung, Tsinkiangpo, Soochow. Hankow: Shashi, Ichang, Nanchang. Tientsin: Paoting, Tongshan, Luanhsien, Tsanghsien, Hsingtai. Hangchow: Wenchow, Shaohsin, Chiahsin, Lanchi, Huchow, Ningpo. Kaifeng: Changteh, Sinyang, Loho, Chowkou. Tsinan: Chowtsun, Tunhsien, Linchi, Lintsing, Tsinlen, Yihtuh, Huiming, Chefoo, Tsingtao. Taiyuan: Yuncheng. Fengchow. Changchun: Kirin, Moukden, Newchwang, Dairen, Harbin, Tsitsihar, Tieling, Chinchow, Antung. Canton. Kuriyang. Peking: Kuchua, Suiyuanchong, etc., etc.

CANTON BRANCH:
Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home exchange.
Hongkong, 13th October, 1914. [152

THE BANK OF TAIWAN, LIMITED.

(Incorporated by Special Imperial Charter).

Capital Subscribed ... ... Yen 10,000,000
Capital Paid-up ... ... " 8,750,000
Reserve Funds ... ... " 3,790,000

President: Kazuyoshi Yagiu, Esq.
Vice-President: Kojuro Nakagawa, Esq.

Directors.
Iyetoshi Sada, Esq.
Kyoroku Yamanari, Esq.
Shingo Minami, Esq.

HEAD OFFICE:
TAIPEH, FORMOSA (Taiwan).

Branches and Agencies.

Akou	Kagi	Makung	Taichu
Amoy	Karenko	Osaka	Tainan
Canton	Koolung	Shanghai	Taito
Foochow	Kirkiang	Singapore	Takow
Giran	Kobe	Shinchiku	Tamsui
Hongkong	London	Swatow	Tokyo

London Bankers:—
PARR'S BANK,
YOKOHAMA SPECIE BANK.
Correspondents at Cheribon, Cheshun, Dairen, Fusan, Iloilo, Jolo, Macassar, Mukden, Moji, Nagasaki, Nagoya, Semarang, Seoul, Shimonoseki, Soerabaya, Tientsin, Yokohama, Zamboanga.

HONGKONG OFFICE:
3, Des Vœux Road.

The Bank Transacts Every Description of General Banking and Exchange Business.
Interest allowed on Current Accounts and Fixed Deposits.
K. TSUDZURABARA
Manager.
Hongkong, 7th January, 1915. [116

INTERNATIONAL BANKING CORPORATION.

Head Office: Wall Street, New York.
London Office: Bishopsgate, E.C.

CAPITAL PAID-UP (U.S. Gold) $3,250,000
RESERVE FUNDS 4,060,000
(Gold) $7,310,000

All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.
N. S. MARSHALL,
Manager
9, Queen's Road,
Hongkong, 22nd October, 1915. [

COMMERCIAL.

CLOSING QUOTATIONS.

March 30th.

On London:—
Telegraphic Transfer 1/9½
Bank Bills, on demand.....1/9½
Bank Bills, at 30 days' sight 1/9⅝
Bank Bills, at 4 months' sight ...1/10
Credits, at 4 months' sight 1/10⅛
Documentary Bills 4 months' sight1/10⅛

On Paris:—
Bank Bills, on demand 230⅝
Credits, at 4 months' sight 241

On Germany:—
On demand .....nom.

On New York:—
Bank Bills, on demand.....43⅞
Credits, at 60 days' sight.....nom.

On Bombay:—
Telegraphic Transfer .....nom.
Bank, on demands 136⅝

On Calcutta:—
Telegraphic Transfer.....nom.
Bank, on demand.....136⅛

On Shanghai—
Bank, at sight 78
Private, 30 days' sight .....nom.

On Yokohama:—On demand.....89½
On Manila:—On demand—Pesos—89½
On Singapore:—On demand 77⅛
On Batavia:—On demand 110⅝
On Haiphong:—On demand .....7⅛% p.m.
On Saigon:—On demand .....7 % p.m.
On Bangkok:—On demand 85
Sovereigns, Bank's Buying Rate ...$10.60 n.
Gold Leaf, 100 fine, per tael $56.80
Bar Silver, per oz. 23⅜

There is no better Virginian Cigarette on the Market.

10 Cigarettes for 20 Cents.
25 " " 40 "
50 " " 75 "

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SHARE LIST.—QUOTATIONS.

Hongkong, 30th March, 1915.

Stocks.	No. of Shares.	Value	Paid up.	Closing Quotations Cash.	Return on basis of last Div'd.
Banks.—					
H'kong & S'hai. Bank. Corporation	120,000	$125	all	$809, sellers L'don	6 p.c.
China Borneo Company, Limited	60,000	$12	all	$11, sal. & buy.	11 p.c.
China Light and Power Company, Ld. ...	50,000	$5	all	$3½, buyers	7½ p.c.
	50,000	$1	all		
China Provident, Loan & Mortgage Co., Ld	200,000	$10	all	$7¾, sal. & buy.	8½ p.c.
Cotton Mills.—					
Ewo Cotton Spin'g. & Weaving Co., Ld.	20,000	Tls. 50	all	Tls. 134, buyers	
Hongkong Cotton Spinning Co., Ld. (in Liquidation)	125,000	$10	all	$5¼	
Dairy Farm Company, Limited	40,000	$7½	$6	$3¾, buyers	4½ p.c.
Docks and Wharves.—					
H'kong. & Kowloon Wharf & G. Co., Ld.	60,000	$50	all	$65, buyers	5 p.c.
H'kong. and Whampoa Dock Co., Ld....	50,000	$50	all	$58, buyers	5½ p.c.
New Amoy Dock Co., Limited... ...	10,000	$62½	all		
S'hai. Dock and Engineering Co., Ld.	55,700	Tls. 100	all	Tls. 52, buyers	
S'hai. and Hongkew Wharf Co. Ld...	35,000	Tls. 100	all	Tls. 86, buyers	
Green Island Cement Co., Limited... ...	400,000	$10	all	$6.90, buyers	4½ p.c.
Hongkong Electric Co., Limited	60,000	$10	all	$40	
Hongkong Hotel Company Limited ...	20,000	$50	all	$118	4 p.c.
Hongkong Ice Company, Limited...	5,000	$25	all	$190,	5½ p.c.
Hongkong Rope Manufacturing Co., Ld..	60,000	$10	all	$27, buyers	8 p.c.
H'kong. & South China Steam Fishers Co., Ld.	15,000	$6	all	$2	
Hongkong Steel Foundry Co., Ld. ...	15,000	$10	all	$1C	
Hongkong Tramway Co., Ld.	325,000	5/-	all	$5.10, sales	7 p.c.
Insurances—					
Canton Insurance Office Co., Limited	10,000	$250	$50	$360, sales	6 p.c.
China Fire Insurance Co., Limited ...	20,000	$100	$20	$132, sellers	7 p.c.
Hongkong Fire Insurance Co., Ld. ...	8,000	$250	$50	$373, buyers	7 p.c.
North-China Insurance Co., Limited	10,000	£15	£5	Tls. 175	6 p.c.
Union Insurance Society, Limited ...	12,400	$250	$100	$900, sales	
Yangtsze Insurance Association Ld ...	12,000	$100	$60	$235	
Lands and Buildings.—					6½ p.c.
H'kong. Land Invest. Agency Co., Ld	50,000	$100	all	$110	
Hongkong Central Estate, Ld. ...	10,000	$100	all	$95, buyers	
Hongkong Land Reclamation Co., Ld.	25,000	$100	$75	$200	6 p.c.
Humphreys' Estate and Finance Co., Ld	150,000	$10	all	$6½, buyers	7½ p.c.
Kowloon Land and Building Co., Ld.	6,000	$50	$30	$42, sellers	
Shanghai Land Investment Co., Ld.	78,000	Tls. 50	all	Tls. 97	6 p.c.
West Point Building Co., Limited ...	12,500	$50	all	$68½, buyers	
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat ...	250,000	Gds. 10	all	Tls. 37	
Mining.—					
Chinese Engineering and M. Co., Ld.	1,000,000	£1	all	32/-, buyers	
Raub Australian Gold Mining Co., Ld	200,000	£1	all	$4¼, sellers	
Tronoh Mines, Limited	160,000	£1	all	32/6	8 p.c.
Peak Tramways Co., Limited ...	25,000	$10	all	$10½, sellers	
	50,000	$10	91	$1	
Pulpes et Papeteries du Tonkin Societe des	13,200	$50	all		
Refineries.—					
China Sugar Refining Co., Limited	20,000	$100	all	$167	
Luzon Sugar Refining Co., Limited	7,000	$100	all	$28, sellers	
Steamship Companies.—					
China and Manila Steamship Co., Ld..	30,000	$25	all	$5½, sellers	
Douglas Steamship Co., Limited.	20,000	$50	all	$35, sales	10 p.c.
H'kong., Canton & Macao S.B. Co., Ld.	80,000	$15	all	$22, buyers	4 p.c.
Indo-China Steam Navigation Co., Ld.	60,000 pref. 60,000 def.	$25	al	$83, sales	
Shell Transport & Trading Co., Ld ..	4,047,670	£1	all	38/9,	8½ p.c.
Star Ferry Company, Limited ..	40,000	$10	all	$36, sellers	
South China Morning Post, Limited ..	6,000	$25	all	$28	
Steam Laundry Company, Limited ..	20,000	$5	all	$3¼, sellers	8½ p.c.
Stores and Dispensaries.—					
Powell, Wm., Limited	21,000	$7	all	$6½, sellers	7½ p.c
Watson & Co., A. S., Limited ...	90,000	$10	all	$7	10 p.c.
Union Waterboat Co., Limited	50,000	$10	all	$18	6 p.c.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200.	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share Broker.*

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.
Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.
Depositors may transfer at their option balances of $100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the Hongkong and Shanghai Banking Corporation,
N. J. STABB,
Chief Manager.
Hongkong, 2nd November, 1914. [10

FOR EUROPE AND AMERICA,
India, Australia, &c.,
and for
Private Residence at the Outports,
A Comprehensive and Complete Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY PRESS,
with which is incorporated
The China Overland Trade Report,
Subscription, paid in advance,
$12 per annum. Postage
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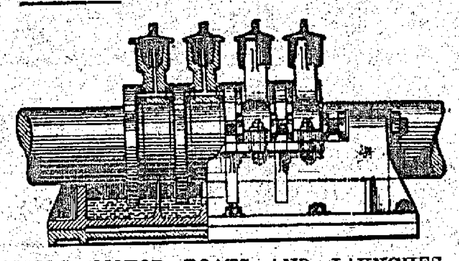
the World.

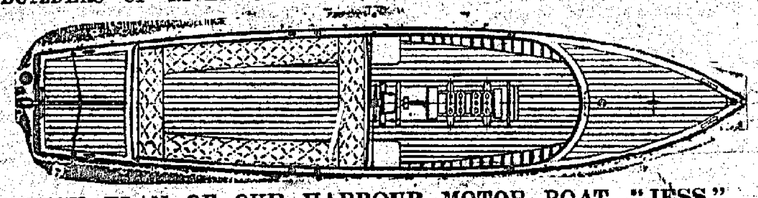
WM. C. JACK & CO., LTD.,
14, DES VŒUX ROAD, HONGKONG.

Supply all Kinds of Machinery and Electrical Plant for Lighting of Towns, Factories and Private Residences.

Agents for W. E. Watson's Marine Bearing Metal, for the Heaviest Marine or Locomotive Bearings.



BUILDERS OF RIVER STEAMERS, MOTOR BOATS AND LAUNCHES



DECK PLAN OF OUR HARBOUR MOTOR BOAT "JESS."

Estimates and Plans Submitted for—
Electrical Equipment.
Machine Tools.
Steamers and Launches.
Dredgers and Lighters.
Engines and Boilers.
Pumping and Irrigation Machinery.
Railway Rolling Stock and Equipment.
Electro-Plating and Electric Repair Shops, WANCHAI. [32

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address:—"DOCK," Yokohama.
Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1. and Watkin's.

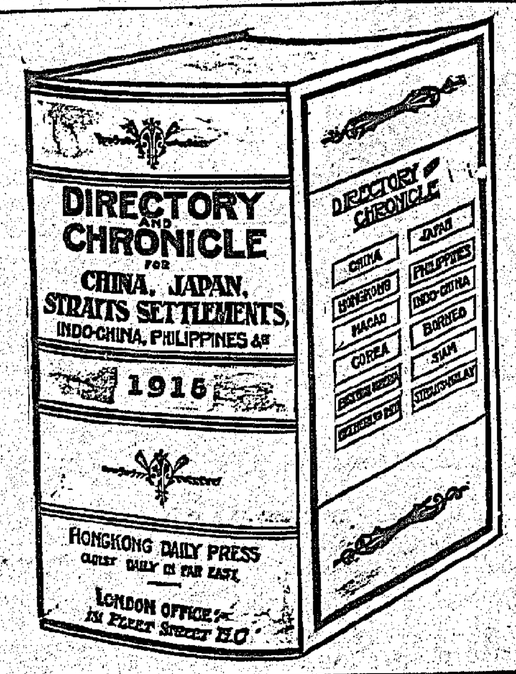
DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, 681, 2050, 3470.

NO. 1 DOCK, Docking Length 515 ft. | NO. 2 DOCK, Docking Length 376 ft. | NO. 3 DOCK, Docking Length 481 ft.

Every description of repair work undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

99 buildings, principally of brick and steel, containing private bonded warehouses and sugar consumption tax covered warehouses. Floor area 67,917 square yards, or 14 acres. Every description of warehousing, Custom-house brokerage and insurance undertaken. Rates moderate.
Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses. [112



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